OCTOBER 1960

Traffic Safety

A NATIONAL SAFETY COUNCIL PUBLICATION

TOP JOB FOR TRAFFIC PROS

DRUGS and the DRIVER

Also in this issue:

NEW PROBE OF HOLIDAY ACCIDENTS

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Public safety is the basic reason for salting streets and highways. Morton Safe-T-Salt* is a product named to explain this function to the public. Morton Safe-T-Salt makes your job easier because it constantly reminds the public of the primary reason for salting treacherous pavements and helps promote what you do to reduce the hazards of winter driving.

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Circle Item No. 1—Reader Service Card

"You put on a Payroll Savings Campaign last year...

How many of your employees are still using the plan—every month?"

"Practically ALL of those who signed up are still buying U. S. Savings Bonds every month. We talked to many of them about it, and they told us that the Payroll Plan got them started on their first regular savings program. 'We just couldn't seem to save by ourselves,' they told us. 'This way, we don't even miss the deduction.' Gives us a nice feeling to find out we're helping them to help themselves."

If your company has not installed the Payroll Savings Plan thus far, you, too, may be surprised to find how great a number of your people will welcome this convenient way to start saving. The Plan is simplicity itself to put in. Just contact your State Savings Bonds Director and have him show you just how the Plan works. Let him help you set up a thorough canvass of your company family, so that every employee may be invited to share in this easy way to become a shareholder in America. Experience in other fine companies shows that such an invitation usually results in an enthusiastic response.

ALL U.S. SAVINGS BONDS—OLD OR NEW—EARN ½% MORE THAN BEFORE

NATIONAL SAFETY COUNCIL

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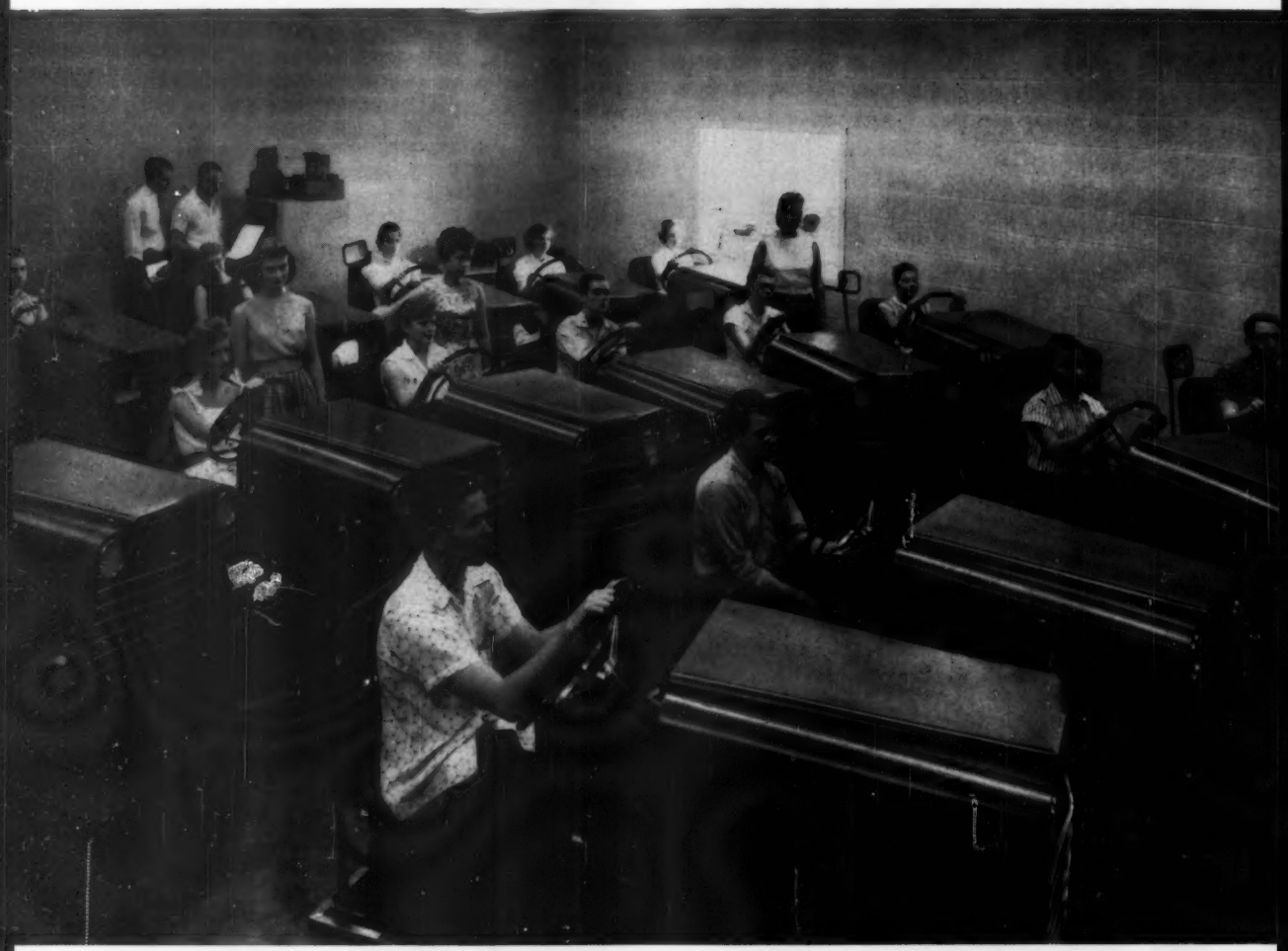
DRIVOTRAINER—MODERN WAY



ON THE HIGHWAY IN THE CLASSROOM—Stationary cars, a series of special training films and an automatic score recording unit are basic components of the Drivotrainer classroom system. By multiplying the number of students that can be taught by one instructor, Drivotrainer permits more efficient use of teaching time available.

A LIFETIME OF DRIVING EXPERIENCE is duplicated by the film series used. Photographed from a moving car, films project on the screen what student would see through his own windshield. Students can be drilled in a full range of highway emergency situations until a satisfactory level of proficiency is achieved.

Be sure to register and vote

TO BETTER DRIVER EDUCATION

Helps teach more students faster, at lower costs

Faced with the need to provide effective driver education and training to an increasing number of students, high schools across the country are utilizing the Aetna Drivotrainer system of classroom instruction. With the Drivotrainer, an electro-mechanical teaching aid, one teacher can instruct as many as twenty-four students at the same time. Because students can "drive" through all kinds of situations *before* actually going on the road, safe driving skills, proper attitudes and sound judgment can be developed without any risk to life or property. Used to supplement behind-the-wheel instruction and experience, Drivotrainer offers these important advantages:

Better educational value—students are exposed to a wide range of learning situations, can be conditioned to react quickly and correctly to emergencies—the real test of driving ability.

Saves teaching time—hours needed for on-the-road instruction in dual-control car can be cut in half, still meet required standards.

Cuts costs per pupil—training more students in less time, *without* increasing the teaching staff, results in measurable economy.

The Drivotrainer system was originally developed as a public service by the Aetna Casualty and Surety Company through extensive work with a panel of nationally known educators. To carry this program forward, Rockwell Manufacturing Company is now producing and distributing the Drivotrainer for use in schools as well as for application in the re-training of experienced drivers. For further information on the Drivotrainer installation best suited to *your* needs, write: Rockwell Manufacturing Co., Drivotrainer Division, 407K N. Lexington Ave., Pittsburgh 8, Pa.

FULLY EQUIPPED with all essential instruments and controls, cars can be used for teaching both conventional and automatic shifting, simulate motor noise and brake pedal "Feel" for added realism.

AUTOMATIC SCORING SYSTEM records student actions on master sheet, enabling instructor to follow individual performance as well as indicating level of class progress.

DRIVOTRAINER

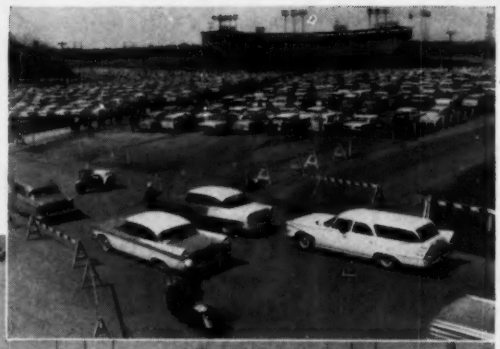
another fine product by

ROCKWELL

Circle Item No. 3—Reader Service Card

Stretching the long arm of the law in Milwaukee

Milwaukee, Wisconsin — This metropolitan area of over a million is justly proud of its traffic safety record and its police department. In 1959, the city had the lowest fatality record ever achieved by a community over 250,000. Service and maneuverability of its 80 Solos and 37 Servi-Cars are cited as important factors in Milwaukee's effective traffic control program.



OPENING DAY FOR THE BRAVES — It takes only an hour and a half to park approximately 10,000 cars at Milwaukee's County Stadium when officers mounted on Harley-Davidson Solos and Servi-Cars are on the job.

The force that made Milwaukee famous...

moves on Harley-Davidson Servi-Cars and Solos

Mobility is the key to successful law enforcement! Harley-Davidson police motorcycles supply this maneuverability when only minutes count. They stretch the arm of the law to reach any part of the community quickly whether the trouble spot is traffic, crime, fire or other emergency.

Harley-Davidsons *balance* your effectiveness: *Solos* are the ideal pursuit vehicle. Nothing stops these maneuverable two-wheelers from arriving on the scene of trouble . . . fast. Busy *Servi-Cars* are triple-threats for traffic control . . . parking and meter work . . . residential patrolling. Call your Harley-Davidson dealer, or write Harley-Davidson Motor Co., Milwaukee 1, Wisconsin, for free folder on effective police mobility — the Harley-Davidson way.

HARLEY-DAVIDSON

Police Motorcycles

Circle Item No. 4—Reader Service Card

Traffic Safety

Volume 57 Number 4 October 1960

A NATIONAL SAFETY COUNCIL PUBLICATION

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TRAFFIC SAFETY is dedicated to the prevention of traffic accidents through the presentation of objective information and responsible opinion to official agencies, public support groups and the motor transportation industry. The views expressed do not necessarily reflect the beliefs or policies of the National Safety Council, but they are presented in the conviction that the pressing social problem of traffic accidents can best be resolved through freedom of expression and open debate.

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BETWEEN STOPS

HOW does a company sell its employes on seat belts?

Allis-Chalmers Manufacturing Co., safety conscious promoter of the "SAFETY EVERYWHERE—all the time" campaign, has come up with a good idea.

A recent issue of *A-C Views*, the company's employe publication, carried an article plugging seat belts—and announcing that the belts would be made available to employes at greatly reduced prices.

Now comes the big sell!

An adjoining column contained a news story of an Allis-Chalmers field representative who was involved in a serious traffic accident. The story sums up the results this way:

"One of the occupants of the other car was killed and the other critically injured. The Allis-Chalmers employe received a sprained wrist and facial cuts, but was discharged from the hospital two and one-half hours later. He was wearing a seat belt, they were not."

JULY TOLL HIGHEST SINCE '56

by H. Gene Miller

MOTOR vehicle deaths rose again in July. This was the fourth consecutive month to show an increase. The total was 3,450, a 6 per cent rise over the July, 1959 total of 3,250. It was the second highest July death total on record, exceeded only by the 3,555 deaths recorded in July, 1956.

The seven-month total of 20,540 was 1 per cent higher than the total of 20,350 for the same months a year ago.

Half of the increase appeared due to a shift in calendar days; July, 1960 had five high-death weekends compared with only four in 1959. The rest of the increase apparently resulted from an extension of the rising death trend in effect since April.

Travel for seven months was still running about 3 per cent ahead of the total for the same months of the previous year. This increase, coupled with the smaller increase in deaths produced a mileage death rate of 5.0 compared with 5.1 for the same months in 1959.

H. Gene Miller is director of the National Safety Council's research and statistics department.

Traffic Summary

July	1960	1959	Change
Deaths	3,450	3,250	+6%
Seven Months			
Deaths	20,540	20,350	+1%
Mileage (billions).	410	400	+3%
Death Rate .	5.0	5.1	—2%

Disabling injuries during the first seven months of the year are estimated at about 750,000. These are injuries resulting in disability beyond the day of the accident and do not include minor injuries which undoubtedly total many hundreds of thousands more.

Among 49 states reporting July experience, 21 had fewer deaths than last July, one reported no change, and 27 had increases.

For seven months, 23 states showed decreases, one reported no change, and 25 had increases.

In contrast to the national experience, cities registered a 2 per cent decrease in July, according to reports from 720 cities over 10,000 population. For seven months, these cities showed a 5 per cent increase from last year.

Cities with fewer deaths in July totalled 122, compared with 133 having more deaths, 465 showed no change (mostly perfect records).

For seven months, 234 had decreases while 293 had increases with 193 showing no change.

In July, 523 of the 720 cities reporting had perfect records. Of these, the three largest were: Wichita, Kan., (224,700), Syracuse, N. Y., (214,300), and Salt Lake City, Utah, (192,200).

For seven months 215 of the cities still had perfect records. Of these the three largest were: Schenectady, N. Y., (98,000), Columbus, Ga., (89,400) and Topeka, Kan., (82,900).

The leading cities in each population group at the end of seven months, ranked according to the number of

To Page 37

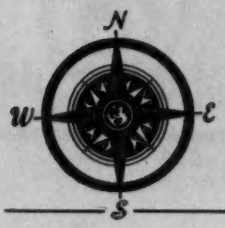
Leading at the End of July

States

Rhode Island	—32%	New York	— 8%	Omaha, Neb.	—61%
New Hampshire	—26%	Illinois	— 8%	Worcester, Mass.	—47%
Nebraska	—25%	Virginia	— 8%	Grand Rapids, Mich.	—44%
West Virginia	—20%	Kansas	— 8%	Miami, Fla.	—43%
Iowa	—15%	Vermont	— 8%	Oakland, Calif.	—42%
Arkansas	—15%	Kentucky	— 7%	Birmingham, Ala.	—37%
New Mexico	—14%	Montana	— 7%	El Paso, Tex.	—35%
Nevada	—14%	Texas	— 5%	Houston, Tex.	—34%
Arizona	—12%	Oklahoma	— 5%	Boston, Mass.	—28%
North Dakota	—12%	Delaware	— 4%	Chicago, Ill.	—21%
Oregon	—11%	South Dakota	— 3%	Louisville, Ky.	— 4%
		North Carolina	— 2%		

Cities

Akron, Ohio	—20%
New York, N. Y.	—19%
Atlanta, Ga.	—17%
Wichita, Kan.	—17%
San Diego, Calif.	—14%
Seattle, Wash.	—12%
San Francisco, Calif.	— 8%
Milwaukee, Wis.	— 7%
Louisville, Ky.	— 4%



Today's Traffic

Sold on seat belts

Australia's seat belt campaign got a substantial boost when the large Snowy Mountains Hydro-electric Authority decided to equip all its vehicles with belts. The Authority has asked an Australian manufacturer to make a belt to fit its requirements. Tests are also being carried out to determine whether a modification harness strapover would be preferable in certain types of vehicles.

Big Brother is watching

Iowa highway patrol pilots have sent more than 5,000 traffic violators to court since they started patrolling the state's highways in 1956. According to Maj. James Machholz, head of the patrol air arm, most of these violators would not have been apprehended through normal patrol tactics. Only six of the violators pleaded not guilty and only one of these cases was lost by the patrol.

Help for truck drivers

The Human Performance Laboratory of the University of California has come up with a self-aligning seat cushion that reduces foot swelling, leg numbness and other causes of truck driver fatigue. It supports the body's weight on the seat bones and employs a system of soft springs which are in constant, though barely noticeable, motion.

Pictures don't lie

A new Louisiana law (H. B. 1325) requires that a photograph of the licensee appear on every driver license issued in the state. The law provides that "all licenses and photo attachments be processed in color." The law is to become effective at the discretion of the department of public safety, but not later than July 1, 1961.

White trucks patrol Thruway

Twelve new emergency patrol trucks, painted white as a safety measure and to attract the attention of motorists who require assistance, have been operating on the New York State Thruway during the summer. The trucks carry extra gasoline, water and small tools as well as emergency equipment such as flares and shovels. The patrol will operate until October 31, when the larger maintenance trucks will take over the service job in addition to their snow and ice patrol.

La policia habla Español

Metropolitan Dade County, Fla., is conducting free traffic classes for Spanish speaking residents. Three classes of Miami police have completed a Spanish-speaking course and policemen who speak Spanish wear special identification badges. The American Automobile Association is printing Florida's 12-point violation system in Spanish. It is estimated that there are more than 100,000 Spanish-speaking residents in the Greater Miami area.

Test Talk

New Mexico cracks down

In a report to the New Mexico Traffic Safety Commission submitted by Dr. Milton Zises of the State Public Health Department, the following suggestions were made for court handling of drivers under the influence: a mandatory 30-day sentence to jail on the first offense and 90 days for each thereafter, the third offense requiring a mandatory license revocation for 10 years.

British test reaction time

Britain's Royal Society for the Prevention of Accidents has approved a device which tests driver reaction time. The driver inserts a coin into the drinking device and tries to stop the coin before it goes down. If it is stopped in less than 1.2 seconds, the coin is returned. Otherwise, the coin is lost and a warning is issued that reaction time is slowed.

Chem tests in Pennsylvania?

The Pennsylvania State Police are conducting a survey on the possible use of chemical tests for alcoholic influence throughout the state. Police departments, prosecutors, and county judges are being polled. The survey is expected to determine whether results of the tests would be acceptable in court.

Tipsy traveler toll high

According to Assistant Chief Inspector John J. King of the New York City Police Department, 53 per cent of the drivers who died in traffic accidents in 1959 in New York City were under the influence of alcohol. Of the pedestrians who died in traffic accidents, 33 per cent were found to be under the influence.

DWI's get full rights

In Massachusetts a police department is required to provide a copy of the law which grants the DWI suspect the right to be examined by a physician. The copy must be given to the suspect or must be posted in the place where he is held.

HBD factor in fatalities

In a recent study conducted by the Medical Examiner's Office, Dade County, Fla., it was indicated that 13 of 24 driver fatalities had been drinking. Of the 13 drivers, 11 were above 0.10 per cent and 8 above 0.15 per cent. Of the 11 negative drivers, four suffered from severe chronic illnesses and four were victims of negligent drivers, three of whom had been drinking.

TAKE FIRST STEPS TO SET UP FEDERAL DRIVER REGISTER

SECRETARY of Commerce Frederick H. Mueller has designated the Bureau of Public Roads, under the direction of Federal Highway Administrator Bertram D. Tallamy, to establish and maintain the Driver Register authorized by Congress in Public Law 86-660, which was approved by President Eisenhower on July 14. The register will serve as a clearing house to identify for the states those motor vehicle drivers whose licenses have been revoked because of driving while intoxicated or conviction of a traffic violation resulting in loss of life.

The states using the register will be able to prevent or at least reduce the inadvertent granting of driver privileges to individuals whose licenses have been revoked in other states and whose operation of motor vehicles would be likely to create a disproportionate hazard to other highway users.

The establishment of the driver register was one of the specific recommendations in the Bureau of Public Roads report, The Federal Role in Highway Safety, submitted to the Congress by the Secretary of Commerce on February 27, 1959.

Keep Tab on Drivers

Secretary Mueller emphasized that the Federal Government is not entering either the driver licensing or traffic law enforcement fields. By terms of the enabling legislation, the register will be operated as a voluntary state-federal enterprise. Those states that participate will furnish the Bureau of Public Roads with identifying information on drivers whose licenses are being revoked for the specified causes, and may request the bureau to check new license applications against the register for a record of previous revocation.

Because the program is an innovation, a great deal of exploratory work must be accomplished before the register can become a working reality. Preliminary forecasts indicate that a pilot operation may be started in mid-1961, and the register could be in full operation a few months later.

One problem faced is that motor-vehicle driver licensing is handled in a variety of ways by the states. In 22 states the motor-vehicle administration agency is an independent department; in others the functions are integrated with the operations of the revenue, safety, or some other department, or dispersed among several different departments. The nature of the driver license application information and handling also varies among the states. In some states, the traffic courts originate license revocations.

Co-operative Venture

The Bureau of Public Roads intends to establish a reporting system for the register that will put a minimum burden on the states that participate, but uniformity of reporting is, of course, essential. In designing the register operations, and in endeavoring to make the register of greatest value to all states, the bureau proposes to lean heavily on a board of consultants, to be drawn chiefly from state motor vehicle administrators and their national organization, the American Association of Motor Vehicle Administrators. As necessary, advice will also be sought from other organizations, such as the American Bar Association and the International Association of Chiefs of Police. Public Roads has for many years cooperated closely and successfully with these organizations in problems of motor-vehicle administration, highway operation, and research, especially in the safety field.

Another problem facing operation of the register is the size of the job. There are approximately a million driver license revocations a year, of which about one-fourth result from the two causes specified in the legislation which created the register. Thus, with all states participating in the program, the register will receive about 250,000 names annually, or an average of 1,000 each working day. Accurate identification of the individuals involved will be vital. In addition to such information, the date, class of violation, effective period of revocation, and the state taking the action will probably be recorded.

There were about 84.5 million motor-vehicle drivers' licenses in force in 1959, but licenses are issued by the states for varying periods of time. Some 7.5 million new license applications are received each year by the states, of which about two million are from applicants of minimum legal age who have not previously had a driver's license. The remaining 5.5 million annual new applications provide the base from which the states may check with the register for revocation records, and could result in an average daily rate of 20,000 inquiries. This, incidentally, is approximately the rate of identifications processed daily by the Federal Bureau of Investigation.

Speed Essential

To handle this possible volume of activity, the Bureau of Public Roads will investigate the advantages of various types of high-speed electronic data-processing equipment. Almost half of the states process license applications in five days or less, and the register cannot operate to advantage unless identifications are made quickly.

It is expected that operation of the register may lend impetus to voluntary improvement and greater uniformity in state licensing and revocation procedures. While the information on individuals recorded in the register will be safeguarded for exclusive use in meeting the purposes of the legislation, the Bureau of Public Roads anticipates that the register will provide impersonal statistics of considerable value to all those working in highway safety.

NEW STUDY PROBES CAUSES OF HOLIDAY CRASHES

Facts on fatal holiday traffic accidents, gathered in a searching study of last Fourth of July's crashes, were released in time for a dramatic nationwide Labor Day safety campaign. Despite the all-out effort, the Labor Day toll reached 415. Though tragically high, this was the lowest toll since 1954, and was well below the record toll of 1951—which it was feared might be equaled this year.

FOUR hundred and forty-two of the motorists who took to the road over the recent Fourth of July holiday weekend didn't return. They died in the holiday traffic—some as drivers, some as passengers, some as pedestrians.

Why did they die? What were the conditions and circumstances of their deaths on the streets and highways? Was there a pattern to those deaths? Does holiday horror on the highway follow a formula?

In an effort to dig still further into the hidden causes of holiday traffic accidents—and publicize these causes prior to the Labor Day weekend—the National Safety Council and the traffic safety coordinators of the 50 states cooperated to obtain answers to questions that normally are not asked in police investigation of holiday traffic crashes.

The idea grew out of a meeting of Midwest state safety coordinators held in the Council offices on July 6th. Immediately following the meeting, the Council prepared a list of questions and sent it to coordinators in the 50 states, who used it in a special investigation of the Fourth of July accidents in their states. Coordinators shot the answers back to the Council—answers which covered more than 400 of the 442 holiday traffic deaths. The Council made an analysis based on the national experience, and rushed a report back to the coordinators two weeks before the Labor Day weekend.

The coordinators then went to work getting the facts to their people.

Here are the highlights of the survey.

SURVEY SHOWED . . .

1. Not a single one of all the people who lost their lives in these holiday traffic accidents wore a seat belt!

In 42 per cent of the fatal crashes which did not involve a pedestrian and in which the Council's question on the advantages of seat belts was answered, the investigator stated definitely that seat belts would have saved the victims' lives. In another 20 per cent, the investigator felt seat belts probably would have prevented death.

2. Fifty-one per cent of the fatal holiday crashes occurred in the first 30 hours of the 78-hour holiday period which began at 6 p.m. Friday.

Nine per cent of the accidents came in the first six hours (the Friday night period), 42 per cent in the 24 hours of Saturday and only 23 per cent in the final 24 hours on Monday.

"This," commented H. Gene Miller, director of NSC Statistics Department, "indicates that the shock of the rising holiday toll, plus the impact of constant warnings of traffic danger by the press, radio and television, got through to the drivers. It emphasizes the need of getting similar warnings across to the public before the holiday begins."

3. During the first 12 hours of the holiday period, traffic deaths averaged almost six an hour. In the final 12 hours—from noon to midnight Monday—the average came down to just a little more than four an hour, despite the rush of homebound traffic.

4. Three out of five of the fatal holiday traffic crashes (62 per cent) involved only one vehicle. That is, the car either ran off the road, hit a pedestrian, or crashed into a fixed object.

5. Almost one third (31 per cent) of the drivers involved in the fatal holiday crashes were under 25 years old. Eighteen per cent were under 20. These percentages were slightly higher than the year-round involvement in fatal accidents for younger drivers.

Miller pointed out that information is not available on what percentage of the total holiday driving was done by the younger drivers. He emphasized, therefore, that the figures showed only involvement of younger drivers and did not definitely rate their driving ability.

6. Where drinking or speeding were involved in the fatal holiday crashes, half of the drivers had records of previous violations—mostly for speeding or drinking.

7. Three out of four of the fatal holiday accidents reported (73 per cent) occurred in rural areas, as contrasted with city or built-up suburban areas. Fifty-four per cent of the accidents in which pedestrians were killed occurred in rural areas.

8. Almost three out of five fatal holiday crashes occurred on roads with which the driver was familiar.

Fifty-eight per cent of the drivers involved in the fatal accidents had driven the death road frequently, 29 per cent had driven it occasionally, and only 13 per cent had driven it rarely.

"This suggests, of course," said Miller, "that familiarity does breed contempt—for signs, signals, and for life itself."

9. Half the fatal accidents occurred within 10 miles of the driver's home. More than one third came within five miles of home. Two thirds came within 25 miles and three fourths within 50 miles. Only 7 per cent came more than 250 miles from home.

"This," commented Miller, "definitely dispels the notion that short trips are relatively danger-free. Care must start when the car leaves the garage."

10. Four out of five of the fatal accidents occurred in the driver's own state.

11. Twenty-five per cent of the trips which ended in death were for the purpose of visiting friends or relatives. Twelve per cent were for picnicking, 11 for business, seven for shopping, five for going to or from work. Only two per cent were for vacation trips which just happened to include the holiday period.

12. Fifty-five per cent of the fatal holiday accidents came on the way home, and 45 per cent while going. On picnic trips, two out of three fatal accidents occurred while returning. On business trips, three out of four came while returning. In trips for visiting, however, they occurred more frequently while going.

"Much of all this information," said Miller, "merely confirms what we have known from previous and constant study of traffic accidents on a year-round basis.

"But some of the data does give us valuable new leads on where to concentrate our efforts and what to emphasize in our suggestions to the public."

None wore seat belts

73 per cent in rural areas

62 per cent one-car crashes

Half within 10 miles of home

DRUGS AND THE DRIVER

by C. J. Rehling

The same drugs that bring merciful relief from pain and tension can also bring serious driver impairment. The public should be warned of this deadly driving hazard.

IMPAIRMENT of the mental and physical capabilities of the driver is not confined to the alcoholic beverages. Though alcohol is the well known and justly publicized culprit, other substances commonly embraced in the broad term "drugs" are also quite capable of causing a drunken or intoxicated condition, and are today presenting an ever-increasing problem to traffic enforcement.

To the average citizen the term "drug" carries some connotation of a potent, illicit substance with which some persons are improperly associated. The term "dope" is often thoughtlessly substituted for "drug." Yet the growing problem in traffic is concerned with a host of substances in pharmaceutical trade and widely used in proper medical care. Some illegal use is naturally to be expected. Of these, we may mention the true narcotics embraced by the Harrison Act; the barbiturates; the tranquilizers; the anti-histamines; and the amphetamines. Increasing requests are made of scientists by the traffic officer and the prosecutor, for informa-

Dr. C. J. Rehling is toxicologist for the State of Alabama.

tion and assistance to identify and deal with the drug-influenced driver. Compared with our available tools for dealing with the drinking driver, we have at present only very limited means of identifying and measuring the drug impaired driver. However, our fund of knowledge is growing rapidly in this area.

In considering drugs, we must remember that only a very small amount is required to cause a pronounced effect, whereas some several ounces of alcohol are needed to yield a comparable intoxication. This in large measure defines the problem of detecting the drug in a specimen of blood or urine from a living subject. Drugs cannot be detected in the breath. Generally, this small drug quantity is only slowly destroyed or metabolized in the human body, so that rather extended effects are realized from dosages of one grain or less. By contrast, alcohol is generally destroyed at the rate of one-third to one-half ounce per hour!

A very important, yet treacherous, fact can overtake and even cause death in the unsuspecting who consume alcoholic beverages when they are taking sedative drugs. This drug-alcohol combination in many instances produces a mutual aid effect whereby each enhances the effect of the other, so that 1 plus 1 no longer makes two, but makes four or five units of effect. This coordinated effect, known as synergism, has not only accounted for numerous accidental deaths, but has also given rise to the "cheap drunk" accomplished with a bottle of beer and a single pill or capsule of any one of several, readily available hypnotic drugs. The latter situation would require identification of both blood alcohol level and drug level to explain this condition. Obviously, a blood alcohol determination only would grossly under-estimate the impairment. Frequently, it is only this inconsistency between determined blood alcohol level and the advanced impairment that raises a suspicion that drugs are involved.

Although chloral hydrate is a long known, chemically simple substance that has enjoyed some popularity as "knock out drops" for purposes of robbery or intrigue, its use presents no significant traffic problem, though it is a narcotic-type drug. It still finds limited use in medicine and is quite capable of seriously affecting driving ability. Numerous other potent sedatives constitute the major offenders and several groups will be considered here.

Narcotics

The term "narcotic" is derived from the Greek word "narkoun"—to benumb, bring sleep. It is therefore a term that broadly defines the mode of action of drugs. Those substances defined as narcotics and embraced in the Harrison Narcotic Act are mainly opium, its derivatives, and the closely related synthetic compounds. Among these we find morphine, codeine, dilaudid, ethyl morphine, heroin, demerol and dolophine.

These are potent narcotics that require only very small dosage in the average person to produce diminished sensibility to such uncomfortable sensations as pain, hunger, and fatigue. Hence, they induce the pleasing sensation of emotional tranquility. Such mental functions as concentration, judgment, and memory are disturbed as the subject becomes dreamy and drowsy with the exclusion of external stimuli. With this impairment, the driver fails to notice traffic signals, while speed and distance are only vaguely realized due to inattention and reduced visual acuity. Obviously, such a person is a great danger in traffic for the same basic reasons that the drinking driver is a menace.

Whether the driver is taking such drugs on his own, or by prescription of a licensed physician is not material, since his driving ability is affected either way. A duty therefore devolves upon medical practitioners to caution their patients about this effect when prescribing.

Barbiturates

The barbiturates are synthetic derivatives of barbituric acid, and they are narcotic in their action. These substances are marketed in the form of tablets and capsules, with and without other drugs, and find use in medicine to calm nervousness and bring sleep. Sometimes, the hypnotic effect is preceded by excitement and behavior best described as inebriation.

In capsule form, they have found wide, illicit use and such names as "red birds," "blue birds," "yellow jackets," "goof balls," etc., were given by the promiscuous drug users as based upon the capsule color. Today, some distinctively colored and shaped tablets contain barbiturates compounded with other drugs. These enjoy a certain popularity also, and are not new in traffic enforcement.

The barbiturates may be grouped broadly into long-acting, and short-acting as based upon duration of effect. Some act promptly with a potent initial effect, and are then rapidly destroyed in the body to allow the subject to awake without the continued, dizzy feeling caused by some of the long-acting compounds. Phenobarbital and Mebaral are long-acting members, while Pentothal and Seconal are examples of short-acting barbiturates.

Due to their wide popularity in medicine, together with general availability, there is widespread use, both lawful and illegal, of the barbiturates. It is not surprising to learn, therefore, that this group of drugs is most commonly encountered, next to alcohol, in dealing with the influenced driver.

These barbiturates all influence the driver by sedation, and, broadly speaking, cause much the same effect as alcohol. Taken with alcohol, the combination results in a very profound effect much greater than the simple arithmetic sum of the separate effects. This is especially dangerous.

Tranquilizers

In the last decade we have been supplied with a newer, mild acting drug group that has enjoyed wide popularity for the relief of nervous tension and anxiety. Annual consumption by the American public is expressed in tons rather than pounds. Such general use, when considered together with their sedative effects, naturally has brought them to the attention of traffic authorities.

The term "tranquilizers" is applied to a number of compounds not especially related chemically but all having in common a mild sedative effect without clouding consciousness or inducing sleep when taken in smaller doses. Generally, they are muscle relaxants that affect some reflexes to relieve men-

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TOP JOB

FOR TRAFFIC PROS

Driver responsibility is the key to traffic safety progress. But how to get this idea across to the man behind the wheel is the big question today.

by Norman Damon

ONE out of every five drivers in the United States was involved in a traffic accident last year.*

Driver error was a factor in 80 to 90 per cent of the 10 million highway accidents reported—in which some 18 million drivers were involved. In up to 50 per cent of all fatal accidents, one-car, and pedestrian accidents, the use of alcohol was a factor. Traffic law violation contributed to two out of three of all fatal accidents.

The wholesale harvest of driver error and carelessness cost the nation 37,800 lives, 1,400,000 disabling injuries and more than $6 billion in economic losses in a single year.

If the above statistics mean anything, they prove that traffic accidents are a problem of the many, and not the few. Dangerous as they are individually, it isn't the reckless and incorrigible drivers, the confirmed alcoholics, who cause the bulk of highway mishaps. Rather, it is the normally careful and law-abiding citizen, the so-called "social drinker" who by his occasional lapses does most of the damage.

As Dr. Theodore W. Forbes, research director of the Highway Traffic Safety Center at Michigan State University, says, "One of the most common myths with respect to driving is that psychology can identify a significant group of accident-prone drivers, who can then be removed from the highway to solve the safety problem."

"The fallacy in this," he adds, "is that such consistent accident-causing drivers represent only about 1 per cent of the total drivers and are involved in only 4 per cent of the accidents. *The majority of traffic accidents occur to ordinary everyday drivers and most drivers learn to drive safely most of the time.*"

This is further borne out in tests of nearly 11,000 drivers over a six year period made by the American Automobile Association. A major conclusion: a person driving 10,000 miles a year (approximately the national average) probably makes about 25,000 driving errors in the process!

The sad fact is that in our performance behind the wheel, as in golf, most of us are in the duffer class. The only difference is that in golf, we constantly try to improve our game, whereas most of us think we are shooting par already when it comes to driving a motor vehicle.

The question is, then, what is a good driver? Safety authorities know from long experience that proper attitude is by long odds the most important single factor. A driver may have superior skill in operating a car, thorough knowledge of the rules of the road and his vehicle's capabilities and limitations, and the best of physical attributes. But if his viewpoint on his driving responsibilities is wrong, he will be a menace on the road.

Broadly, attitude reflects the basic pattern of a person's life, his degree of social adjustment and acceptance of legal and moral obligations.

As a Harvard research group points out, "The number of accidents sustained by individual drivers seem more closely related to the characteristic way the drivers adjust to the personal and social demands of living than to any specific abilities or defects which have been measured."

Or to put it another way, an individual "drives as he lives."

The psychological and personality factors that shape attitude largely determine the driver's behavior in traffic. There are good driving traits and bad driving traits, but it is wrong to assume that all of the latter are concentrated in people with mental complexes or compulsive tendencies. The unfavorable factors are present to some degree in all of us. But in socially mature

*Sources of statistics used throughout this article may be obtained by writing to TRAFFIC SAFETY magazine, 425 N. Michigan Ave., Chicago 11, Ill.

Norman Damon is vice president of the Automotive Safety Foundation.

individuals, they are normally kept well under control.

For example, most drivers obey the traffic regulations most of the time and drive as carefully as they know how. The last thing in their minds is to set out and have an accident. However, under the stress of often frustrating and sometimes chaotic traffic conditions, the suppressed psychological impulse can suddenly take command in the driver's seat and cause a serious accident.

Science has spotlighted some of the psychic quirks and personality traits which tend to trigger traffic accidents. Among these are lack of social responsibility, over-aggressiveness, resentment of authority, exaggerated sense of ability, and intolerance of and discourtesy to others.

Lack of social responsibility shows up on the road as reckless driving, speeding and other dangerous moving violations, and most frequently, driving while intoxicated. It is drivers with this social callousness who feel confident that if caught, they can get the ticket fixed, or at least can get the charges reduced because they "know the right people."

Into this class, too, falls the driver who operates a motor vehicle without insurance for the protection of others.

Everyday Events

The emotional upsets that culminate in a traffic accident often spring from common situations — driving after a quarrel with the wife, prolonged worry about the job or illness at home, or some personal setback.

Aggressiveness appears in traffic in the guise, for instance, of the bully who never yields the right-of-way or the light jumper who guns his car on the yellow signal. Such drivers hurtle into intersections, counting on the other driver to stop. They blithely weave in and out of traffic, careless of the rights and lives of others.

Degree of intelligence does not seem to be so much of a factor as maladjustment, sometimes springing from childhood disciplinary problems. Accident repeaters are often social delinquents or irresponsibles, as corroborated by ratings of credit agencies and work supervisors.

In traffic, the "sorehead" who is "mad at the world" is only slightly more lethal than the "worry wart" who lets his attention wander.

Few people realize that discourtesy on the road is a major killer. Nowhere do bad manners show up so starkly as in our driving performance on the public highways. A man or woman who would not think of barging to the head of a waiting line at a store or bank will not hesitate to cut into the traffic stream at the risk of forcing another driver into the ditch.

Even the usually well-adjusted, thoughtful person sometimes gets impatient and bears down on his horn when the car in front doesn't start promptly at the green light. It has been said that the shortest time period known to man is that interval between the green light change and the sound of the horn behind you.

Some drivers seem to dote on stealing the right-of-way from pedestrians or "horning" them nearly out of their wits.

Unfortunately, driver license examinations in many states are still perfunctory, so that few potential "problem drivers" are screened out. Licensing agencies often lack authority, trained personnel, facilities and equipment to test applicants properly. In many cases, almost anybody with the sketchiest ability to operate a car, or with the haziest notion of regulations, can pass with flying colors. Furthermore, only a handful of states call for periodic re-examination to insure continued fitness for the demanding task of handling a car in today's complex traffic.

Obviously it is not enough just to weed out the neurotics and incompetents. What is needed is a general raising of the performance level of the entire driving population.

Three states have passed laws requiring completion of a high school driver education course before the issuance of a driver's license to anyone 18 years of age or less.

Driver licensing officials in a number of states are experimenting with special tests on attitude as a part of driver license examinations.

Many legislatures are fixing maximum speed limits, instead of discretionary "prima facie" limits.

Within the past three years, nine states have passed "implied consent" laws to curb drinking and driving. These new laws require drivers to submit to chemical tests for intoxication if arrested.

Beyond such legislative advances, authorities emphasize the tremendous safety values which are in prospect from the nation's accelerated highway program. The splendid records of our existing freeways and expressways—with their built-in safety features—support the forecast that completion of the 41,000 mile National System of Interstate and Defense Highways will, in itself, save from five to six thousand lives annually in the years ahead.

Up to Driver

The big contributions to traffic safety that I have mentioned—tightening of driver licensing requirements, enactment of strict traffic laws and building of safer roads—are all being made by forces outside the driver. All of this, however, still leaves the major problem area one of driver responsibility. Until the driver himself takes a hand, we will never achieve maximum safe operation of the automobile.

As I see it, the top priority job for traffic safety professionals right now is to enlist the driver's support in the fight for his own safety.

It seems odd that the person who drives an automobile needs to be sold on the idea of protecting his own life. But the record shows that, despite the efforts many agencies have made to interest the driver in his own safety, he has to date exhibited little concern.

His lack of concern probably stems from the tendency to believe that accidents happen only to the *other* fellow.

This unrealistic attitude is evidenced in the number of persons who drive when they are physically or mentally below par, who do not check the mechanical fitness of their vehicles, and who ignore traffic signs and flout traffic laws whenever they think they can get away with it.

It is probable that this attitude is also responsible in large measure for the slow public acceptance and use of automotive safety devices. The most striking recent example of the driver's reluctance to avail himself of protective equipment is the public reaction to seat belts.

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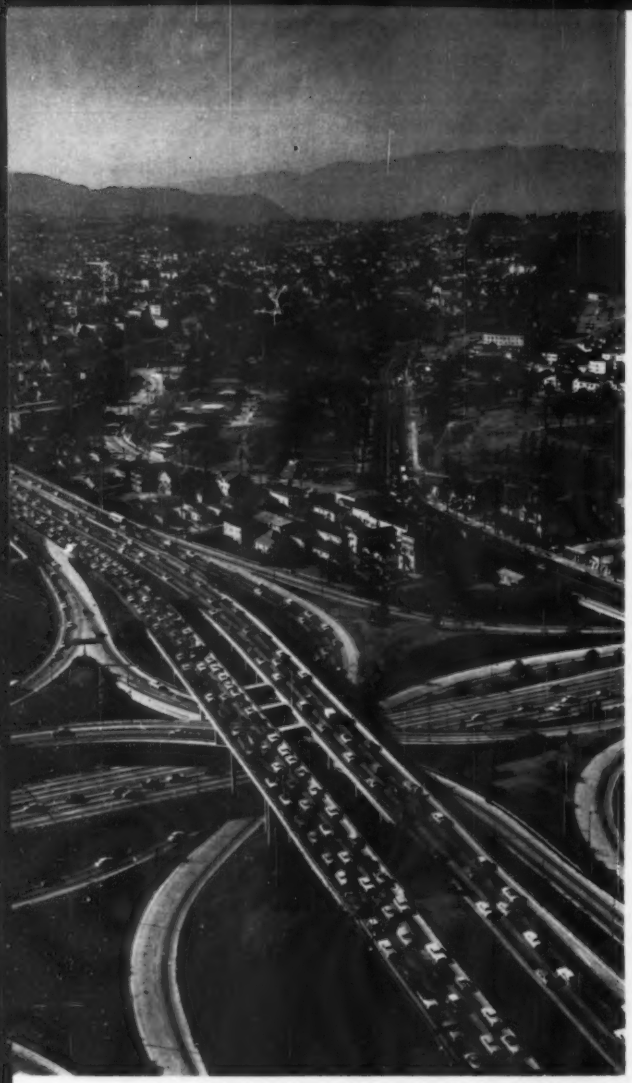

With Freeways like this spanning the state, Californians take to the road in droves. This mobile population is a challenge to the traffic safety pros—but California's experts are equal to the job. On these pages are pictured some of the people and activities that contribute to the state's effective traffic safety program.

california . . .

On the occasion of the Long Beach Safety Council's recent installation banquet, National Safety Council president, Howard Pyle, was one of the speakers. Pyle (above right) is shown congratulating William A. Salvin, Long Beach Safety Council president.

NEWS AN

Bracelets distributed by the Medic-Alert Foundation carry a medical message to protect people with health problems such as dibetes, epilepsy or allergies to certain drugs. In case of injury to the wearer, police and doctors are instantly alerted. Shown at the annual Northern California Safety Congress are Clint Dreyer, director Eastbay Chapter, NSC (left), Claudia Hancock and Dr. Malcolm H. Merrill, California director of public health.

Shown (left) with the NSC charter recently presented to the Long Beach Safety Council are (left to right) Norman Allumbaugh, first vice president of the Long Beach Council; Dr. Charles H. Fabish, former president; J. L. S. Snead, Jr., president of Consolidated Freightways, Inc. and a director of NSC; and Samuel E. Vickers, Long Beach city manager.

Highlight of a recent California Traffic Safety Foundation luncheon in Los Angeles was the announcement of a new film, *Debbie's Safety Lesson*, to be produced under a grant from Standard Oil of California. Attending were (standing l to r) Jane Hood, assistant to the state superintendent of public instruction; Inspector Russell Fuson, California Highway Patrol; Louis W. Seyler, Deputy superintendent of Los Angeles schools; TV actor Frank Aletter; James T. Blalock, president Greater Los Angeles Chapter, NSC, and Earl F. Campbell, managing director California Traffic Safety Foundation. Seated (l to r) are four members of the film's cast: Bonnie Duff, Will Huffman, Lee Meriwether and Robert Young.

Among the entrants (below) in the 7th annual Youth Safety Run from Azusa to Sacramento were Dennis Berry (left) and his co-driver Jim Masaki. The lads are both members of driving clubs. They drove in a field of 36 1960 cars entered by Southwest auto dealers in the annual youth safety classic sponsored by the Police Advisory Council for Car Clubs. Big winner: highway safety in California.

D VIEWS

Kindergarten teachers at Richmond Street School in El Segundo, Calif. decided to incorporate safety signs and markings in the school play area. The object? Teach safety rules early and give children something extra to do during recess. The play area is equipped with traffic signs and cross walk markings. Tricycle riders and walkers all must obey the traffic "regulations." Teachers Anna Howe and Caroline Polhemus testify that the children love the game. They also say that the "play lessons" carry over. Children are observing safety rules when going to and from school to a greater degree than before the game.

GENERAL GRUENTHER BANQUET SPEAKER

Gen. A. M. Gruenther

Gen. Alfred M. Gruenther, former supreme allied commander in Europe and now president of the American National Red Cross, will be the principal banquet speaker at the 1960 National Safety Congress and Exposition.

The banquet will be held on Tuesday, Oct. 18, at the Conrad-Hilton Hotel. General Gruenther will discuss "American Responsibilities in a World of Missiles and Misunderstandings."

"SAFETY EVERYWHERE . . . all the time!" is the theme of the Congress, which will explore safety in the space age. More than 900 program participants will take part in 300 sessions to be held in eight Chicago hotels from Oct. 17 to Oct. 21.

The Congress Traffic Program spotlights the MOTORIST. In general, the theme centers on the "Assumption of Greater Responsibility by the Motorist." The purpose of the program is to provide the motorist with information that will help him increase his chances of keeping out of an accident or avoiding injury in the event of an accident.

The program will begin, as last year, with the Traffic Kickoff Luncheon on Monday noon. M. R. Darlington, Jr., managing director, Auto Industries Highway Safety Committee, will preside over the luncheon. The featured speaker will be Howard Pyle, President of the National Safety Council.

There are five general sessions scheduled to carry out the theme of the program. The first session begins immediately following the Kickoff Luncheon, on Monday afternoon. "Accident Causes" is the topic for discussion in this session. J. Stannard Baker, director, research and development, Northwestern University Traffic Institute, will preside.

The discussants include: Dr. H. Laurence Ross, department of sociology, New York University, who will speak on "Ignorance of Collision Course as a Factor in Traffic Accidents;" John E. Baerwald, professor of traffic engineering, University of Illinois, who will discuss "Speed as a Cause of Traffic Accidents," and Dr. Joseph E. Barmack, Professor of Psychology, City College of New York, who will cover "Alcohol as a Cause of Traffic Accidents." There will be opportunity for ample discussion of this subject after the presentations have been made.

The second session, on Tuesday morning, will feature Edmund R. Ricker, chief, traffic engineering bureau, Pennsylvania Department of Highways. Mr. Ricker's presentation will be on "Freeway Driving." Carlton C. Robinson, traffic engineer, Automotive Safety Foundation, will preside at this session.

Tuesday afternoon's session concerns itself with "Driving Under Adverse Conditions." Burton W. Marsh, director, Traffic Engineering and Safety Department, American Automobile Association, will preside.

Two phases of adverse conditions, darkness and skidding, will be highlighted. The discussion on darkness will be led by Thomas J. Seburn, bureau of highway traffic, Yale University. Three discussants will assist Seburn. They are: Edward D. Fales, Jr., a free-lance writer; Ray Ashworth, Director Field Service Division, International Association of Chiefs of Police, and Edmund R. Ricker.

The discussion on the second of the adverse conditions, skidding, will be led by O. K. Normann, Deputy Assistant Commissioner for Research, U. S. Bureau of Public Roads. The discussants will be A. H. Easton, director, Motor Vehicle Research Laboratory, University of Wisconsin, and chairman of the National Safety Council's Committee on Winter Driving Hazards; Theodore W. Forbes, assistant director of research, Highway Traffic Safety Center, Michigan State University; and Paul J. Gapp, traffic safety reporter, *Chicago Daily News*.

On Wednesday morning, the session will feature "The Driver and His Car," with William J. Simon, safety coordinator, National Highway Users Conference, presiding. Professor Amos E. Neyhart, administrative head, Institute of Public Safety, Pennsylvania State University, will present "Advanced Driving Practices and Skills." B. J. Campbell, assistant director, Automotive Crash Injury Research, Cornell University, will discuss "Motor Vehicle Design and Safety Equipment." "Motor Vehicle Safety Maintenance" will be the topic presented by George A. England. England is director, Department of Motor Vehicles, Washington, D. C.

The last general session, on Wednesday afternoon, will be on "Are We Getting Through To The Driver?" Arthur G. Petry, Executive Secretary, Traffic Safety Committee, Outdoor Advertising Association of America, will preside. The discussants will be: Allen Wilson, Vice President, The Advertising Council; Paul Jones, Manager of Public Information Department, National Safety Council; Frank Cawl, Jr., Director of Promotion and Research, Outdoor Advertising, Inc., and Alexander C. Field, Jr., Public Affairs Manager, WGN, Inc.

Thursday is set aside for committee meetings. The Traffic Accident Records Committee meets in the morning. The Committee on Alcohol and Drugs has scheduled an all-day meeting.

NEWS FROM CAPITOL HILL

CONGRESS resumed its legislative sessions, under the shadow of the forthcoming presidential campaign in which some aspects of safety could well become political issues.

Political Party Platforms

The platforms adopted by the Republican and the Democratic National Conventions both contain pledges concerning a variety of safety problems:

Mass Transportation Systems. The Republican platform promises vigorous support to "a stepped-up program to assist in urban planning, designed to assure far-sighted and wise use of land and to coordinate mass transportation and other vital facilities in our metropolitan areas." The Democratic platform proposes "a ten-year action program to restore our cities and provide for balanced suburban development including the following: . . . Federal aid for comprehensive metropolitan transportation programs, including bus and rail mass transit, commuter railroads, as well as highway programs and construction of civil airports." Since "local governments have found increasing difficulty in coping with such fundamental public programs as . . . mass transportation," according to the Democratic platform, it promises to "expand federal programs to aid urban communities to . . . transport their suburban commuters to and from their jobs."

Air Pollution. The Republicans pledge "Federal authority to identify, after appropriate hearings, air pollution problems and to recommend proposed solutions." The Democrats say they "will step up research on pollution control, giving special attention to: the rapidly growing problem of air pollution from industrial plants, automobile exhausts, and other sources . . ." They propose "a ten-year action program" for cities through federal aid in combatting air pollution, because "the states and local communities can not go it alone."

National Transportation System. The Republicans favor "continued improvement of our vital transportation network, carrying forward the vast Eisenhower-Nixon national highway program and promoting safe, efficient, competitive and integrated transport by air, road, rail, and water under equitable, impartial, and minimal regulation directed to those ends." The Democratic statement is: "Over the past seven years, we have watched the steady weakening of the nation's transportation system. Railroads are in distress. Highways are congested. Airports and airways lag far behind the needs of the jet age." They propose: (1) a national transportation policy; (2) an expanded program of airport grants and river harbor improvements; (3) support of the federal highway construction acts of 1956 and 1958; and (4) federal assistance to railroads in meeting certain capital needs particularly for urban transportation.

Consumer Protection. The Republicans point with pride to the strengthened Food and Drug Administration and promise continued strong support in "protecting consumers against harmful food, drugs, and cosmetics." The Democrats view with alarm a "weakened" F. D. A. and promise funds and authority to strengthen it, as well as proposing "a consumer counsel . . . to speak for consumers in the formulation of government policies and to represent consumers in administrative proceedings."

Research. The Republican plank reads: "We believe the federal roles in research to be in the area of (1) basic research which industry can not reasonably be expected to pursue, and (2) applied research in fields of prime national concern such as national defense, exploration and use of space, public health, and better common uses of all natural resources, both human and physical." The Democratic plank states: "We will recognize the special role of our Federal Government in support of basic and applied research"; the platform specifies research in such fields as space, atomic energy, oceanography, air pollution control, disposal of chemical and radioactive wastes, and health.

The Republican platform also mentions the following: (1) its satisfaction with the already achieved "legislative assurance of safety standards for longshore and harbor workers"; (2) a pledge of "action" in the "encouragement of programs to insure on-the-job safety, and encouragement of the states to improve their labor standards legislation"; and (3) a pledge of "free movement in interstate commerce of agricultural commodities meeting federal health standards."

The Democratic platform promises to "consider measures for improved organization and procedure for radiation protection and reactor safety, including strengthening the role of the Federal Radiation Council, and the separation of quasi-judicial functions in reactor safety regulations."

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REMEMBER THE TRAFFIC LUNCHEON

The second annual kickoff luncheon of the Congress traffic sessions will be held on Monday, Oct. 17 at 12 p.m. in the Florentine Room, third floor of the Congress Hotel.

Howard Pyle, Council president, will be the main speaker. M. R. Darlington, Jr., will preside.

Price of the luncheon will be $4.00. Tickets may be obtained at the National Safety Congress registration desk in the Congress Hotel or from any member of the Council's Traffic Department staff prior to the luncheon.

KIWANIS, GODFATHER TO SCHOOL SAFETY IN MEMPHIS

by Menno Duerksen

T. G. Kirkpatrick, Kiwanis safety chairman for three years and a veteran of many years in patrol program, honors patrol captain for top performance.

IF THERE were a world championship prize for long and devoted service to the cause of safety by a civic organization, it is almost certain that the Memphis Kiwanis Club could stake out a pretty good claim to the prize.

Since 1923, for 36 long years, this civic organization has been chief godfather to the school safety patrols in Memphis, now grown into a 2,000 member patrol, guarding the lives of some 100,000 school children in both public and private schools.

Not only have Kiwanians provided money for equipment—currently some $7,500 per year—but they have gone that second mile by providing the leadership, incentives and training that build morale among the youngsters. And morale is the key to efficiency in any organization.

It means that each year some 50 to 75 individual Kiwanians, busy business and professional men, have simply rolled up their sleeves and become volunteer safety patrol sponsors. Each school, of course, has a patrol faculty adviser.

They have labored into being a whole program of year-round contests, with prizes for efficiency, TV programs, publicity, movie and ice-cream parties. This "carrot on a stick" approach has changed the job of working on the safety patrol from a drudge to a privilege, with boys clamoring for the jobs.

But the real proof of the pudding is the record. It could be better but not much, for during those 36 years only one school child has been killed in an area guarded by the patrols.

Kiwanians flinch every time anyone mentions that one death. That death, which broke a 32-year spotless record, occurred in December, 1955. A seven-year-old boy was killed by a motorist with defective eye-sight who turned a corner at an intersection guarded by one patrol boy who had his back turned, facing the opposite direction.

They flinch because the crossing was normally guarded by two boys, one facing in each direction. On that day just one boy manned the crossing.

Aside from that single death there have been very few serious injuries. There have been many years without a single broken bone. There has been an average of less than 25 injuries of

Menno Duerksen is safety editor of the *Memphis Press-Scimitar.*

any nature per year for students going to and from school, and in Memphis a scratched finger is recorded as an injury.

Now, balance this against the estimated 40,000,000 safe crossings made by 100,000 students in Memphis last year, and comparable numbers each year, and you can see why Kiwanian chests swell with pride when they see the smartly equipped youngsters, guardians of safety, snapping their heels and hoisting the warning flags as they mount guard at the crossings.

Of course, Kiwanians do not do the entire job. The patrol is under the immediate supervision of the schools, working in close cooperation with the police department. Inspector Robert Glisson, aided by his assistant, Officer A. L. Williams, is in charge of police participation.

In addition to the safety patrols there will be 92 uniformed police women and some 20 men on duty at heavily traveled intersections this year. Glisson and his crew are paid by the police department, but work under the supervision of the board of education.

At intersections where police are on duty, the safety patrols work together with police as a team, the officer in the intersection with his whistle, and the patrols manning the marked crosswalks.

At the lesser traveled intersections, of course, the patrols are on their own, working without police and they do it with an efficiency that astonishes many citizens who are accustomed to hearing that today's children cannot be trusted with responsibility.

And here is where the Kiwanis morale building program comes in. During the many years the Kiwanis Club has sponsored this program, the Kiwanians have developed a "carrot on a stick" technique which has made the patrols function with a military precision that would put some military units to shame.

Most of this "spit and polish" efficiency can be traced to a "Patrol Boy of the Day" program under which each school, on a rotation basis, is allowed to select its Patrol Boy of the Day who is rewarded by appearing as guest of honor on the popular "Looney Zoo" TV program broadcast by WMCT-NBC.

Each Friday the five "Patrol Boys of the Day" appear and a weekly winner is announced and presented with prizes such as a regulation football. The others get certificates. Then there is a grand winner for the year, who gets a prize such as bicycle or TV set.

On top of all this there is a team judging, in which the city is divided into six districts, with a team winner in each district and a grand "sweepstakes" winner for the year. The six schools winning the district championships get loving cups and the grand winner a large loving cup.

The key gimmick behind the success of this program is the fact that although the Kiwanis sponsors know when individual boys or teams are being judged, the patrols do not know it. They never know when the judges are watching and this is what keeps them on their toes all year long.

And to make sure every school team gets a fair deal, each school is judged at least three times.

Of course the "Patrol Boy of the Day" project is just a part of the role played by the Kiwanis Club in the school safety effort. The overall program starts with the Kiwanis safety chairman, appointed on an annual basis by the Kiwanis president. The current president is Wayne Grout, president of a baking company, and the current safety chairman is Harold Helton, auto rental executive.

The safety chairman in turn appoints two vice-chairmen, one in charge of purchasing and issuing equipment and the other in charge of those "morale" programs.

The equipment man is in charge of purchasing and distribution of equipment. Each patrol member gets a helmet, raincoat, belt and boots. Equipment still in good condition at the end of a year must be turned in and re-used. Typical Kiwanis purchases for a year include 323 pairs of boots, 609 raincoats, 616 helmets, 840 belts, 1625 badges, etc.

Under the morale building program, in addition to the "Patrol Boy of the Day" project, are three giant movie and ice cream programs each year for the entire patrol at Linden Circle Theatre, where the loving cups for top winning schools are presented.

The Kiwanis Club also usually sets aside at least one luncheon program per year for the safety patrol project. In addition there are two luncheons for school faculty advisors of individual schools.

The Kiwanis Safety chairman also appoints a Kiwanis sponsor for each safety patrol team, one for each school. It is the job of this sponsor to visit his school regularly, get acquainted with the faculty advisor and with the boys themselves, to handle problems of liaison, issuing equipment and help out with training.

It would be utopian to suggest that

Joe Oxendine, school sponsor for Rozelle School, (left) and P. J. Buchanon, school principal, post new Kiwanis sign. Patrol boy is Bill Ingle.

every single one of these Kiwanis sponsors, all busy men, take the time and devote the interest that could be hoped. But many of them do, visiting their schools even daily or weekly. Some throw parties of their own for their own patrol.

The faculty advisor, in turn, is responsible for assisting police, selecting patrols, posting substitutes when there is a boy ill or absent, and for discipline.

The Parent Teachers Association also gets into the act by setting aside a small budget to provide hot chocolate to patrols coming off their posts on cold or rainy days. The PTA also sponsors such entertainments as picnics, dinners, and PX parties in the individual schools, usually planned in cooperation with the Kiwanis sponsor for each school.

Getting back to the patrol organization, members are selected from the fifth through the seventh grade. Children in grades below the fifth are not considered mature enough for the responsibility, while above the seventh it is difficult to maintain interest. No patrols are maintained at the high schools unless there are lower grades in conjunction with the high schools.

Patrol members are selected by the principals and faculty advisors on the basis of such qualities as reliability and grades. In most cases the patrols are selected and trained at the end of the year for the coming year to fill vacancies, with some carry-overs each year.

Rules of operation are simple and similar to safety patrol rules the country over. The cardinal rule is simply that no safety patrols are permitted to stop vehicular traffic or direct such traffic.

At least two patrol members, one facing in each direction, are posted on any given crosswalk. For instance, at a two crosswalk intersection there would be four boys.

No patrol is stationed more than 750 feet from the boundary of a school ground. This rule was adopted in 1955 to put a stop to far ranging stationing of patrols, usually at request of parents, sometimes far out of sight of the school grounds.

"When they were so far away, out of sight, our faculty advisors had little or no control over them," said Glisson. "We had cases of clowning on the job or boys simply walking away from their posts. You must draw the line somewhere and our 750 rule is the most practical we have found."

The Memphis safety patrol system was started in 1922 by the Memphis Chamber of Commerce after citizens became alarmed at the number of children being injured and killed while going to and from school. At that time only six school crossings were being guarded, and these by police. The following year, in 1923, the Kiwanis Club took over the patrol sponsorship with a handful of boys to supplement the work of police.

Since 1923 they have constantly increased and improved the patrol until it has reached its present strength of 2,000 boys, guarding from 500 to 600 crossings at 87 public and 15 private or parochial schools.

In recent years the East Memphis Kiwanis Club, a smaller organization, has taken over sponsorship of the patrols of six schools in the eastern part of the city, leaving the remainder to the parent Downtown Kiwanis Club.

Perhaps these mature businessmen may be forgiven for the possessive pride they take in the job they have

To Page 44

Other Kiwanis Projects

Ft. Wayne, Ind. The Kiwanis Club of South Fort Wayne, Ind., has adopted the sale of safety belts for automobiles as a club project and has given enthusiastic support in other ways to the Seat Belt Program in Fort Wayne and Allen County.

San Antonio, Tex. This spring the Kiwanis Clubs of San Antonio purchased thirty-five trophies which they presented to the outstanding school safety patrol units in San Antonio. They also made available 10,736 merit award certificates for members of the safety patrol who graduated from San Antonio schools this spring. Total expenditure: over $900.

Oklahoma City, Okla. The Kiwanis Junior Police, sponsored by the twelve Kiwanis clubs of the Greater Oklahoma City area, has been in operation since 1925. Currently the program is sponsored in 118 schools and involves more than 4,000 Kiwanis Junior Police.

Seattle, Wash. The Kiwanis Club of Industrial Seattle sponsors family driving school clinics. It also originated the teen-ager traffic safety program now operating most successfully in cooperation with the Seattle-King County Safety Council.

Russell, Kan. The Kiwanis Club of Russell in 1959 was co-sponsor of the local National Vehicle Safety Check Program during which 2,400 vehicles were checked.

Adrian, Mich. The Kiwanis Club purchased 100 white helmets for safety patrol members.

Logan, W. Va. The Kiwanis Club this year is erecting a sign on the state police headquarters lot. It burns a white light when there are no fatalities; a red light burns for three days following a fatality.

Chicago, Ill. Northtown Chicago Kiwanis members have used the safety slogan "Drive Slowly — The Life You Save May Be Your Own" on more than 12,000 pieces of mail since last fall. The club also sponsored a wrecked car parade in October.

Clubs (including Canada) reported in 1959 the sponsorship of 1,337 safety patrols, serving 242,974 youth; 16,844 highway safety, farm safety, and safety patrol campaigns were reported.

Westerners Walk Off With "Circle of Safety" Vehicle Check Awards

GREAT FALLS, Mont., and Thermopolis-Hot Springs County, Wyo., have been named grand award winners for conducting the most outstanding city and county vehicle safety-check programs in the nation.

Teen-agers in Portland, Ore., were selected to receive the 1960 "Circle of Safety" grand award for conducting the most outstanding teen-age sponsored safety-check. Coffeyville, Kan., youngsters were named winners of the "Circle of Safety" grand award for outstanding assistance to a community or county safety-check.

The selections were made by a national board of judges, meeting in Washington, D. C., and climaxed the 1960 National Vehicle Safety-Check for Communities program sponsored annually by the Auto Industries Highway Safety Committee and Look Magazine, with the cooperation of the Association of State and Provincial Safety Coordinators.

National awards of excellence for exceptional city safety-check programs in their population groups went to: Smithfield, N. C.; Logansport, Ind.; Anderson, Ind.; Tulsa, Okla., and San Francisco, Calif.

Counties winning national awards of excellence by population groups were: Huntington County, Ind.; Madison County, Ind., and a tie between San Diego County, Calif., and Summit County, Ohio.

In addition, 53 cities, 11 counties, and 10 teen-age groups were selected for awards within participating states.

The judges also commended the United States Post Office Department, the state of Indiana, and three military installations—McClellan Air Force Base, Calif.; Marine Corps Recruit Depot, Parris Island, S. C.; and Lockbourne Air Force Base, Ohio—for submitting program entries for safety-checks in their areas, but for which there were no award categories.

This seventh annual National Vehicle Safety-Check for Communities was conducted in most localities during May and June in states not requiring official motor vehicle inspection. "Join the Circle of Safety—Check Your Car—Check Your Driving—Check Accidents" is the slogan of the voluntary safety-check program which is designed to encourage community-wide efforts to promote traffic safety and to insure that vehicles are maintained in safe driving condition. The ten points checked which affect vehicle condition are brakes, headlights, tail lights, steering, tires, exhaust, glass, windshield wipers, mirrors, and horn.

Serving on the national board of judges were: J. W. Bethea, executive secretary, The President's Committee for Traffic Safety: Harry H. Brainerd, president, Conference of State and Local Organizations of the National Safety Council; Wainwright Bridges, director, Uniform Laws Program, American Association of Motor Vehicle Administrators; Robert R. Hume, public information and publications, International Association of Chiefs of Police, Inc.; Norman Key, secretary, National Commission on Safety Education of the National Education Association; John L. Marks, staff associate, rural and education division, Automotive Safety Foundation; Alastair McArthur, assistant director, National Association of County Officials; Thomas A. Seals, traffic consultant, Insurance Institute for Highway Safety; and Mrs. B. V. Todd, director, women's division, Automotive Safety Foundation.

Statistical results on the number and condition of vehicles safety-checked during the 1960 program are still being received at national headquarters. A final tabulation of safety-check results will be released in the near future.

COMING EVENTS

Oct. 3-5, Nice, France

International Road Safety Congress. Contact World Touring and Automobile Organization (OTA), 32 Chesham Place, London, S.W. 1, England.

Oct. 10, Washington, D. C.

Ninth Annual Commissioners' and Governors' Conference on Metropolitan Washington Traffic Problems. Statler-Hilton Hotel. Contact Anthony L. Ellison, executive secretary, Metropolitan Area Traffic Council, 301 C St., N.W., Washington 1, D. C.

Oct. 17-21, Chicago, Ill.

Forty-eighth National Safety Congress and Exposition (Traffic Sessions—Congress Hotel). R. L. Forney, secretary, National Safety Council, 425 N. Michigan Ave., Chicago, Ill.

Seek New Tire For Future Needs

Goodyear is conducting a program of research and testing in quest of a tire that will combine exceptionally long life with smooth and quiet riding properties. Five synthetic fibers are being studied in the program.

The research in new fabrics includes building them into test tires which are put through severe punishment on special machinery and high speed test tracks. In addition, the tires are run thousands of miles over regular road surfaces, from turnpikes to city streets. The test tires are analyzed to measure such factors at the fibers' resistance to heat and fatigue.

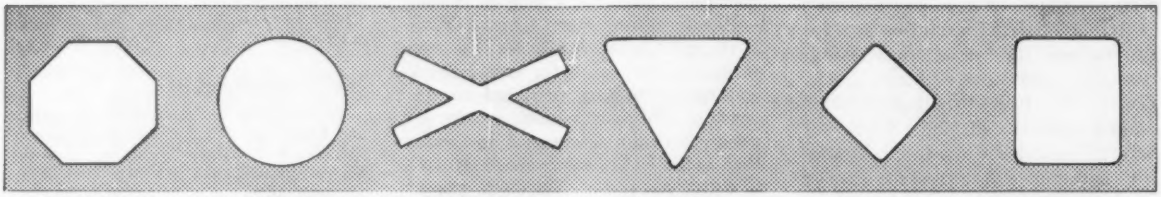
The new fibers fall under three general classifications—polyester, polyvinyl and polyamide—according to Dr. R. P. Dinsmore, vice president in charge of research for Goodyear. So far, Dinsmore said, all of the fibers show great promise.

Dinsmore said fibers and fabrics now in use in the rubber industry are quite adequate for today's tires. In seeking new ones, he said, "We are preparing for the day when more speed and horsepower could make current tire fibers as obsolete as the carriage wheel."

SIGNS OF LIFE...

KNOW AND OBEY

Signs of Life are traffic signs, pavement markings and other devices that state the law, warn of hazards, assist and protect drivers. Traffic signs control, safeguard and expedite traffic. On these pages are the most common and important sign shapes. Learn to recognize them and to react promptly when they flash into view.



OCTAGON | ROUND | CROSSBUCK | TRIANGLE | DIAMOND | RECTANGLE

Stop sign, white letters on red field, means come to a full stop. Cross traffic has right-of-way. Yellow sign with black letters means the same.

Railroad advance warning sign, yellow with black crossbuck X, letters RR, means highway-railroad crossing ahead. Not always reflectorized.

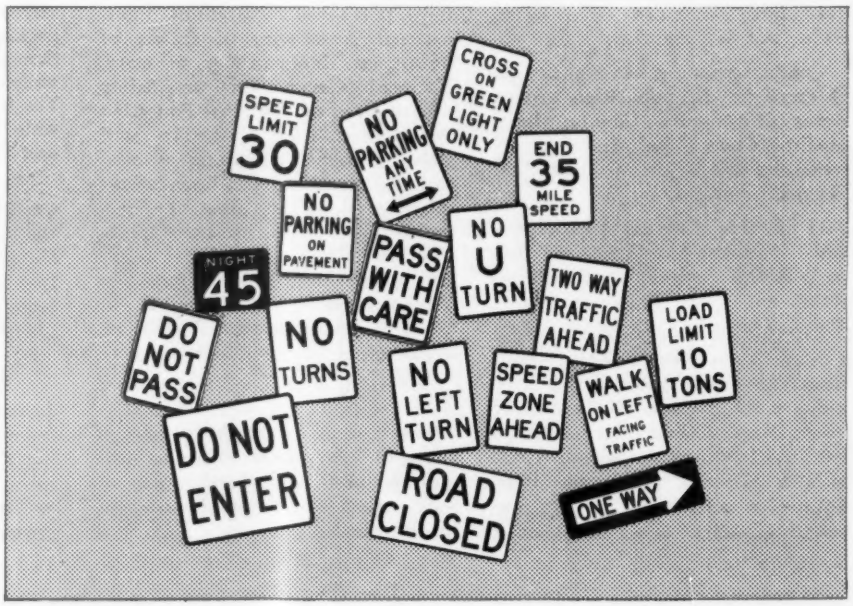
Traditional crossbuck appears at highway-railroad crossings. White with "Railroad Crossing" in black letters. Watch for it; be able to stop.

"Yield Right of Way" sign means slow down at intersections, stop if necessary. Cross traffic from either direction has right of way.

Black letters and symbols appear on warning signs that tell of dangerous or unusual road conditions like curve, dip, bump, school or side road.

White — usually with black lettering, regulatory signs state law as to speed limits, parking and turning regulations, give information.

Regulatory signs, promoting road safety and convenience, are erected at locations where regulations apply. They are mounted to be easily visible to drivers whose actions they govern.



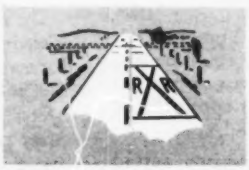
SLOW DOWN!

Warning signs, as their name implies, are used to warn traffic of hazardous conditions either on or adjacent to the road. Warning signs should mean "Caution" to the motorist, and generally call for a reduction in speed.

PAVEMENT MARKINGS

Pavement markings, like signs and signals, also serve as a guide and a source of protection for the motorist. The most common functions of these devices are to channelize traffic and identify hazards along streets and highways.

A broken or dashed line is the standard marking that is used in most states for center and lane lines.



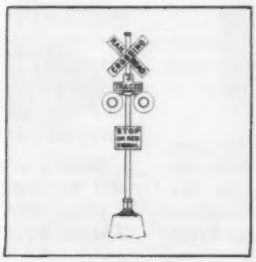
An "X" with the letters RR beside it is often painted on pavement to indicate a railroad crossing is ahead.

A solid yellow line on your side of the center line means "No Passing—limited sight distance ahead." In some states, no passing line is painted white.

Crosswalk markings guide both motorists and pedestrians. Cross only at the crosswalks. Vehicles must stop back of lines to give walkers room to cross.

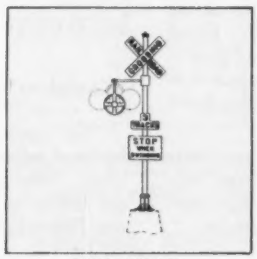
RAILROAD CROSSING PROTECTION

Severity of highway-rail crashes, killing one out of four persons involved, compared with one out of 36 in other traffic accidents, makes knowledge of and obedience to crossing protective devices doubly important. Obey them!

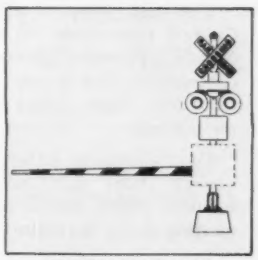


FLASHING

CROSSBUCK



WIG-WAG



CROSSING GATE

(Reprints of this Fact Sheet are available.)

Omaha's *35th Avenue Tribune* reporters Wintle and Humphreys interview Nebraska candidates for governor at city's Safety Council meeting. Left to right: Democrat Morrison, council president Hansen, Republican Cooper.

TRAFFIC SAFETY— A MAJOR ISSUE IN NEBRASKA

This story could only happen where the people of a community and state have a genuine concern for safety—it happened in Omaha, Neb.

Capitalizing on the excitement generated during an election year, the Omaha Safety Council invited the two candidates for the governorship of the state—John Cooper (Rep.) and Frank Morrison (Dem.)—to offer their views on traffic safety in Nebraska.

The men accepted and the Safety Council team went to work. Elmer Novak, an Omaha businessman and licensed pilot, flew the two candidates in from their home towns of Humboldt and Lincoln.

Omaha's mayor John Rosenblatt greeted them, and more than one hundred people attended the luncheon meeting at the Sheraton-Fontenelle.

Council sponsors of the program felt that safety in their state could be discussed by these men on a non-partisan basis and asked them to approach the program with this in mind.

Both Cooper and Morrison agreed and the event was carried off without a single reference to partisan politics. The men were informed that only their names and those of the parties they represented would be mentioned and that they would be introduced in alphabetical order.

"Complete" Press Coverage

The meeting was given full coverage by local newspapers, radio and television. Among the newsmen covering the luncheon were two reporters from the *Thirty-fifth Avenue Tribune* (circulation "about 50"). Newsmen Matt Humphreys and Tom Wintle, both 12 years old, were sent to get the story and pictures of the event by Matt's brother, Pat Wintle, the *Tribune's* editor.

When contacted to determine his paper's circulation and publishing schedule, Pat said it is published "whenever there's enough news to fill it."

Although Cooper and Morrison each had their own ideas on how to improve conditions in their state, they concurred on several possible improvements. Primarily, both men felt it a part of a governor's responsibility to promote safety in his state.

Cooper advanced a proposal for establishment of a privately supported state-wide Safety Council, saying that he thought such an organization could do for Nebraska what the Omaha Safety Council had done for the city. Morrison seconded the idea.

Cooper commended the local council for effectively increasing public awareness of the need to reduce accidents. He told council members that Omaha's successful program is "irrefutable proof" that "people will buy safety as they buy other products."

Cooper also suggested a plan whereby drivers with poor traffic records would be issued license plates with distinguishing colors, and all drivers would have to submit to a re-examination of their driving skill every five years.

The Republican candidate, if elected, offered to call together all judges to discuss problems of enforcement. He also indicated the need for a farm safety program, implemented by the safety council and state offices.

Candidate Morrison called for the state university and public and parochial schools throughout Nebraska to put greater emphasis on driver education to combat some teen age drivers' thrill-crazy tendency toward defiance and recklessness.

Morrison advocated traffic law enforcement of a calibre that violators "can be sure they will be apprehended and dealt with promptly."

He also said it "may be necessary to institute a state-wide system of inspection to eliminate defective vehicles." *To Page 50*

BOOSTER MATERIALS

ORDERS FOR NEW POSTERS SHOWN CANNOT BE SHIPPED UNTIL AFTER DECEMBER 1

"Keep Christmas in Your Driving" is the 1960 Holiday Emphasis Program theme. In keeping with the spiritual significance of the season, the program stresses moral aspects of safety. Religious, safety and civic groups are urged to aid in making the holidays safe. The program can be a means of arousing public awareness of holiday hazards and the personal responsibility of drivers and pedestrians. A special, free Christmas kit to implement your community's program will be available September 30.

The Christmas Holiday Kit includes:

Poster and leaflet: "SAFETY EVERYWHERE . . . all the time" theme of "Safe Holidays."*
Poster: "Thou Shalt Not Kill"*
Leaflet: "Open Before Christmas"*
Booklet: "Be a Winter Winner" (Winter Driving)*
Reprint: President Eisenhower's Christmas Holiday message to civic and religious leaders.

TRAFFIC SAFETY Reprints: "Holiday Hazards," "Drinking and Driving" (fact sheets*); NSC President Pyle's article on moral responsibility.

HOME SAFETY REVIEW Reprints: "Share Safety at Christmas," "Accidents That Happened During the Holiday Season," "Choose Toys That Teach," and an article on parental responsibility in teaching of safety to children.

News Releases: "Dry Up the Office Party," editorial feature on holiday program.

For your free kit, write:

Christmas Holiday Safety Campaign
National Safety Council
425 North Michigan Avenue
Chicago 11, Illinois

*May be purchased separately, Kit includes order form.

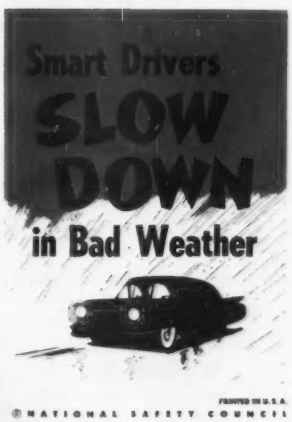
NEW TRAFFIC POSTERS FOR JANUARY POSTING

T-2029-C 25x38
T-2030-A 8½x11½

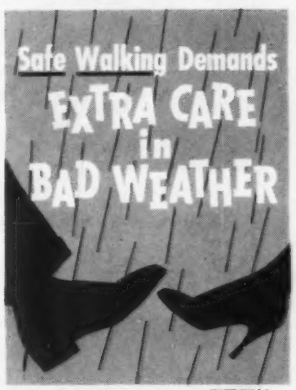
T-2031-B 17x23

ALTERNATE POSTERS FOR JANUARY POSTING

(These posters may be ordered for immediate delivery)



T-1777-C 25x38
T-1778-A 8½x11½



T-1779-B 17x23

PRICES FOR ABOVE POSTERS

Traffic Posters—T-prefix to number

	1-9	10-99	100-999	1000-4999*
A Size	$0.17	$0.12	$0.07	$0.06
B Size	.30	.20	.165	.132
C Size	.40	.30	.24	.22

YOUR CREDIT LINE can be imprinted at time of the press run on Traffic B and C posters only. Orders for imprints on January posters above must be received by November 10, 1960.

Imprinting charges for these posters are $2.25 per lot plus an initial charge for each electroplate of $21.00 for C poster imprint and $12.50 for B poster imprint.

*Write for prices on quantities of 5,000 or more for special rates on annual poster orders.

PRICES SHOWN ARE SUBJECT TO A DISCOUNT OF 10% TO NATIONAL SAFETY COUNCIL MEMBERS

FLEET POSTERS

POSTER PRICES

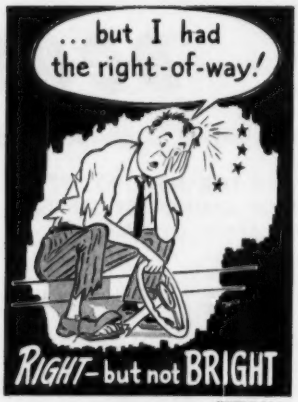
Posters illustrated on these pages are included in the automatic Motor Transportation poster services. Automatic poster sets are available on yearly subscription that provides (4) subjects per month viz. (2) "A" size (8½"x11½") and (2) "B" size (17"x23"). 281.31 Automatic service is provided in the following categories:

City Truck	City Bus	Annual price 1-4 sets, $9.90; 5-49, $7.80; 50 or more, $6.44.
Intercity Truck	Intercity Bus	
Sales Truck	Taxicab	
Truck Terminal	Bus Terminal	

Posters are available for individual selection at the following prices:

	1-9	10-99	100-999	1000-4999*
A size, any selection	.17	.12	.07	.06
B size, any selection	.32	.23	.195	.155

All prices shown are subject to a 10% discount to National Safety Council Members. *Write for prices on quantities of 5,000 or more. See page 29 for prices of posters with T-prefix.



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V-1997-A 8½x11½

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1570-A 8½x11½

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1716-A 8½x11½

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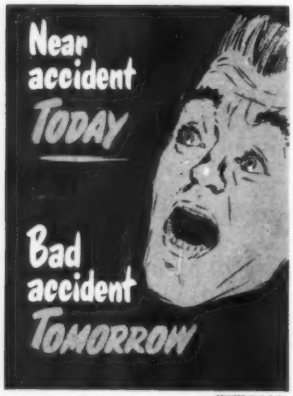
1475-B 17x23



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1484-A 8½x11½

©NATIONAL SAFETY COUNCIL

1240-B 17x23

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1302-A 8½x11½

©NATIONAL SAFETY COUNCIL

V-1998-A 8½x11½

©NATIONAL SAFETY COUNCIL

V-1996-B 17x23

Billie the Bloodhound

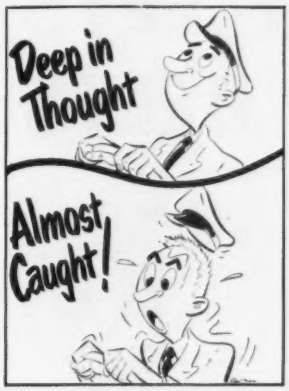
RIGHT ON THE TRAIL OF THE GUY UP AHEAD,
HIS ACTION IS A CRIME.
IT HAPPENS WHEN THE LIGHTS TURN RED
HE CAN'T STOP ON A DIME!

NATIONAL SAFETY COUNCIL

V-9981-A 8½x11½

NATIONAL SAFETY COUNCIL

V-8505-A 8½x11½



NATIONAL SAFETY COUNCIL

V-0485-B 17x23

NATIONAL SAFETY COUNCIL

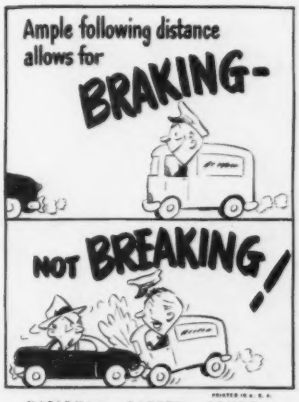
V-8592-A 8½x11½

©NATIONAL SAFETY COUNCIL

V-1201-B 17x23

NATIONAL SAFETY COUNCIL

V-9505-A 8½x11½



NATIONAL SAFETY COUNCIL

V-0524-A 8½x11½

MORE FLEETS USE SEAT BELTS

WHAT is the current status of seat belt use by fleet operators?

To get the answer to this question, the National Safety Council recently conducted a survey among member organizations of its Industrial and Motor Transport departments.

Main purpose of the survey was to provide information for use in the current joint national educational seat belt program of the American Medical Association, the National Safety Council and the U. S. Public Health Service. During the first stage of this program, each of the three cooperating organizations is endeavoring to stimulate use of safety belts by its staff and membership personnel.

Findings of the survey have just been released by the National Safety Council. Probably the best way to get the facts—and an evaluation of their significance—would be to listen in on a conversation between Alfred C. Finch, director of NSC's Motor Transport department, and Roy Benson, director of its Industrial department.

* * *

Finch: Motor Transport participation in this survey included our entire Commercial Vehicle and Transit sections. What part of your operation was covered in the study?

Benson: We were asked to survey all our Industrial members on their use of safety belts. Of our 27 sections, five had been very recently surveyed on seat belt use and it was felt that it wouldn't be necessary to survey them again. One other section, Occupational Health Nursing, was not included because it did not apply to the survey. In all, 21 sections were involved in the survey, along with your Motor Transport members.

In the report, however, we do not incorporate the results from the five-section survey done previously. Their results are listed separately since a different form was used to gather information from them.

Finch: I believe the survey then covers close to 9,000 members, doesn't it?

Benson: Yes. Fortunately we obtained good response in the number of returned questionnaires. However, no attempt was made to ensure

a random sample, so the results of the survey must necessarily be used with discretion.

Finch: What do you mean by using the results with discretion?

Benson: The returned questionnaires indicate a high percentage of use of belts. This should be expected from those who returned the forms. It is logical to assume that of those who did not return the forms, a large percentage did not have safety belts in their motor vehicles, since they showed no interest in the survey.

Finch: That's right. The results can be used provided the limiting factor of the number of respondents is added.

According to the report, there were 1,438 usable questionnaires returned, and 513 respondents indicated that some or all of their passenger cars or commercial vehicles were equipped with belts. One thousand, two hundred and seventy-nine passenger car fleets were reported, with 508, or 40.0 per cent, indicating belts. Of the 1,238 truck fleets reported, 133, or 10.8 per cent indicated belts in use.

Benson: There were 184,018 motor vehicles represented in the total questionnaires tabulated and 47,539, or 25.8 per cent, are equipped with safety belts. I think it's a good indication of what some of our members think of the belts. Some of the estimates I've seen put the national figure of safety belts in use at something under 5 per cent.

What surprised me even more was the fact that 43.2 per cent of all the passenger cars reported listed belts in use. And there were over 85,000 passenger cars represented in the total motor vehicles.

Did you see the figure for the commercial vehicles, Al? It's a little under 11 per cent, or close to 11,000 with belts. Is there some reason why this figure is so low compared with the passenger car figure?

Finch: Yes, there is. You'll notice the report contains a section which gives the reasons why fleets are not equipped with belts. The principal reason, given by almost 30 per cent of the respondents, is that their operations involved low speed, multi-stop urban driving. They feel that seat belts would hamper operations.

Other reasons given were general indifference and lack of interest, and not being convinced of the value of the safety belt.

Benson: Do you think that the cost of belts and their installation would also enter the picture?

Finch: Personally, I don't think cost would be too great a consideration, although it would have to be considered especially in the larger fleets. My opinion seems to be borne out by the report in which it is concluded that cost of belts does not seem to play an important role in managers' decisions not to equip their fleets.

Benson: We all agree that safety belts are an excellent means for preventing injury and death due to automobile accidents. Yet, we seem to be a minority. The minority consists of safety people, professional drivers, and those who are aware of the lifesaving potential of the belts, such as physicians, airline pilots, etc. We apparently need a hard sell campaign to encourage the public to want safety belts in their vehicles.

Finch: According to the respondents in the report, it took a general educational program to convince drivers of the need for belts. This type of program was reported by over 40 per cent of the fleets equipped with belts. This information certainly strengthens the idea of the joint national educational program going on at the present time.

Benson: But is it enough? The national program will bring about public recognition of safety belts, but will it be enough to convince drivers how necessary it is to install and USE the belts? The report brought out the fact that while there is a growing use of belts among fleet operators, the acceptance of the belts by drivers has plenty of room for improvement.

Finch: Yes, we've got to find some way of convincing the drivers. After all, putting seat belts in a vehicle won't do much good if the driver won't use them.

Benson: Perhaps the personal element is needed along with the educational program. Some of the respondents in the survey reported good results by using personal contact with the drivers and encouraging belt use by citing accidents which

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Roy Benson (left) emphasizes a point as he and Alfred C. Finch discuss seat belt survey. Study showed increased use of belts by NSC members.

Motor Transport— "ON LOCATION"

by Chris Imhoff

A new series of driver training films that will take the professional driver behind the scenes of his company accident prevention program and demonstrate how safety programs work will be ready for preview during the 1960 Congress.

Produced by the Motor Transport Department of the National Safety Council, and consisting of three 10-minute black and white 16mm sound movies and one in color, the series is entitled "The Expert Driving Series."

Film No. 1 of the series, "Experts Count 'Em All," is aimed at that perennial program of fleet safety directors, accident reporting discipline. It demonstrates why it is important for drivers to report every accident, even the minor ones.

The story involves a parcel delivery truck driver who has a minor accident with a station wagon driven by an elderly gentleman. The old man assumes all the blame and wants the truck driver to just forget the whole thing. The driver, however, takes the old man's name and address, license number and other data necessary for the accident report. As he continues on his route, the truck driver debates with himself whether he should make a report of this accident or not.

Meanwhile, back at the company office, the fleet safety director is conducting a training session with a new driver. He is talking about how bad driving habits can creep into a professional driver's performance without the driver himself being aware of it. How, whenever a bad driving habit comes into play, chance factors begin to operate and determine whether the driver escapes an accident, has a near miss, a minor accident, or a fatality. The safety director has rigged up a gambling wheel which he spins to illustrate the operation of chance factors where bad driving habits are concerned.

The moral is that when drivers report every accident, including the minor ones, the safety director can help them recognize bad habits and correct them before a more serious accident results.

Film No. 2, "In Case of Accident," stresses the importance of correct behavior at the scene of an accident. The film shows an accident involving a semi-trailer truck and a passenger car driven by a woman.

At the moment of impact, the film freezes into a still picture of the scene and the narrator states, "Oddly enough, this is a critical moment in accident prevention for here is where the professional approach to accident prevention begins." The film briefly highlights how the facts about accidents are used to prevent other accidents.

The still picture of the accident comes alive again and the professional driver is shown getting the facts of the accident, obtaining witnesses, securing the scene, and sending for help.

The film points out that there are some facts which tend to disappear quickly after the accident has happened. These are the facts to get first.

It also makes the point that the driver's report is only one of several reports to be made of an accident. The film pictures the woman driver making out her report of the accident. The accident is then replayed as though it had happened according to the way the woman reported it. The two versions are quite dissimilar. This illustrates the importance of getting all the facts and as many witnesses as possible.

In the production of this film, it was recognized that what a driver does at

Chris Imhoff is assistant manager of NSC's motor transport department.

the scene of any accident depends on the seriousness of the accident, the location, the amount of traffic present, and the company rules governing driver behavior which vary greatly from company to company.

The film was designed to dramatize important key points on the subject and to serve as the basis of a one hour safety meeting on what to do at the scene of an accident. After the film is shown, each fleet can then present to its drivers the specific company regulations governing what their drivers should do.

Film No. 3, "Preventable — or Not?" tells the story of the motor transport industry's standard of driving performance, "the ability to prevent accidents regardless of illegal acts of other drivers or adverse conditions of traffic, weather, or road."

The film story is that of a professional driver who had an accident in which he was legally in the right but was given a preventable decision by the company accident review committee. The irate driver vows not to take the decision "lying down." He confronts the safety director in his office and argues that he has been treated unfairly, that he was legally right and just had "bad luck."

The safety director challenges the driver to judge the preventability of a number of accident cases. The accidents are re-enacted on a table model with model vehicles. The driver learns something new about preventability as each case is studied. In the final example, the safety director re-enacts the driver's own accident and asks him to judge for himself whether he could have prevented that accident.

The reporting of every accident, the rendering of complete and accurate accident reports, the determination of preventability for each accident, all lead up to the final phase in safety program administration, the building of individual driver status under the National Safety Council's safe driver award program.

Film No. 4 of the series is entitled appropriately "For Experts Only" and tells the story behind the nation's highest award for professional safe driving performance. The film is in color and shows how motor transportation firms, pooling their information through the National Safety Council,

Script line is altered to fit actor's speech and personality. Shown on set of "Experts Count 'Em All," are (left to right) Jack Horner, NSC's publications director, actor Harvey Korman, Chris Imhoff, and film director Leonard Slaton.

"On location" filming requires a translation of imaginary situations into real people, places, vehicles. From left, actor Vince Verdun, NSC motor transport's Al Finch, director Don Hoffman discuss scene while bystanding "extras" look on.

Model vehicles are often used to illustrate traffic situations, thus requiring actors to rehearse "traffic" movements as well as spoken lines. Above, director Hoffman and actor go over scene from film, "Look—Stop Backing Accidents."

provide professional drivers with a continuous flow of up-to-date information on how to deal with the hazards of driving, and how professional drivers all over the country translate this information into millions of miles of safe driving every year.

A central character in the film is Al Frazer, a professional driver who has just won his 10 year safe driving award, and his son, Billy, who is trying to make his high school diving team.

Billy has a lot of natural ability, but doesn't want to put out that extra effort that makes the difference between an average aquatic performer and a star. Billy's father argues that anything that is worth doing is worth doing well.

In the story, Billy playfully ridicules his father's pride in being a good driver. "What's so wonderful about being a good driver?" he says. "Everybody drives and they're pretty good at it."

The film narrator agrees with Billy up to a certain point, "Nearly 80 million Americans drive and they all *think* they're pretty good, but the accident statistics tell a different story."

Through the story of his father's determination to be "tops in his profession," Billy learns a new respect for excellence and succeeds in making the school team.

"The Expert Driving Series" was planned with three important objectives in mind. The first objective was to dramatically illustrate basic ideas on which all fleet accident prevention programs are based. It was felt that the more drivers understand about the inner workings of fleet accident prevention programs, the more intelligently and enthusiastically they will cooperate with the program.

The second objective was to show that all of these basic ideas have a day to day application behind the wheel—that drivers are more skillful and safer drivers for understanding these basic principles. The third basic objective was to picture the fleet safety director in his true role of teacher, coach, helper, and counselor—to show that the safety director has at his command certain practical, down-to-earth techniques that work in the prevention of accidents. In the accomplishment of this third objective, the film series helps to sell the safety program to drivers.

In addition to "The Expert Driving Series," the Motor Transport Department is producing a packaged program for the prevention of backing accidents. This is the first time the department has produced a unified program aimed at the prevention of a specific type of accident.

Title and theme of the program is "Look—Stop Backing Accidents." It will consist of a 10 minute 16mm black and white sound movie of the same title, designed to serve as the center piece of a kick-off meeting for a six week campaign against backing accidents. Supplementary materials to be used in the campaign consist of an eight page booklet, six posters and four dash stickers and a campaign manual describing how all these materials are to be used.

All supplementary materials are seen in the film itself and will serve to recall the message of the film when seen on company vehicles and poster boards.

The "Look—Stop Backing Accidents" campaign is designed to be used by any transportation firm at any time of its own choosing. Elements of the program can also be used in the training of new drivers or the retraining of accident repeaters.

The above five films are being produced by Gilbert Altschul Productions under the direction of the staff of the Motor Transport Department, assisted by the Publications Committee of the Motor Transport Conference headed by Chairman Karl Schulze, senior safety engineer, Western Operations, Standard Oil Co. of California.

Fleet safety directors everywhere are urged to keep the above films in mind in making their plans for their 1961 safety programs.

FLEET AWARD LUNCHEON SPEAKER

Dr. W. Ballentine Henley, President of the Los Angeles College of Osteopathic Physicians and Surgeons and a nationally known speaker, will address the National Fleet Safety Award luncheon in the grand ballroom of the La Salle Hotel, Chicago, on Thursday, Oct. 20.

The luncheon, one of the most popular events of the annual Congress program, honors winners of the National Fleet Safety contest and has been sponsored each year since 1948 by General Motors Corporation.

The contest is the largest motor vehicle fleet safety contest in the United States and numbers more than 2,700 motor transportation fleets among its participants.

Dr. Henley has earned academic degrees in law, government, religion and history. For 10 years he was affiliated with the University of Southern California, serving as acting dean of the School of Government and as associate professor of Public Administration.

A popular speaker, Dr. Henley has the ability to tie together both wisdom and humor into an inspirational talk.

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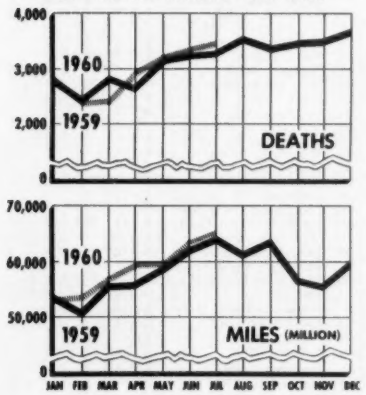
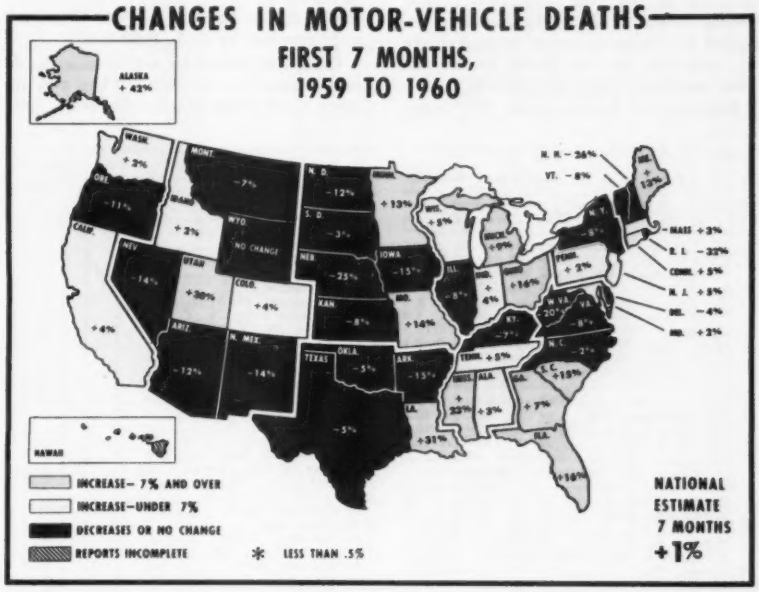
deaths per 10,000 registered vehicles were:

	Reg. Rate	Pop. Rate
Group I (Over 1,000,000)		
Chicago, Ill.	2.2	5.9
Detroit, Mich.	3.0	10.0
Los Angeles, Calif.	3.0	16.3
Group II (750,000 to 1,000,000)		
St. Louis, Mo.	2.5	9.0
San Francisco, Calif.	2.8	10.6
Cleveland, Ohio	3.5	10.9
Group III (500,000 to 750,000)		
Seattle, Wash.	1.4	6.9
Milwaukee, Wis.	1.5	6.5
Houston, Tex.	1.8	10.6
Group IV (350,000 to 500,000)		
Denver, Colo.	1.7	9.7
Portland, Ore.	1.9	11.2
Columbus, Ohio	2.0	7.2
Group V (200,000 to 350,000)		
Wichita, Kan.	0.6	3.8
Grand Rapids, Mich.	0.7	4.0
Omaha, Neb.	1.0	4.3
Group VI (100,000 to 200,000)		
Wilmington, Del.	0.6	3.1
Saginaw, Mich.	0.6	3.1
Trenton, N. J.	0.7	4.0
Group VII (50,000 to 100,000)		
Topeka, Kan.	0.0	0.0
Schenectady, N. Y.	0.0	0.0
Colorado Springs, Colo.	0.0	0.0
Group VIII (25,000 to 50,000)		
Yakima, Wash.	0.0	0.0
Whittier, Calif.	0.0	0.0
Plainfield, N. J.	0.0	0.0
Group IX (10,000 to 25,000)		
Boulder, Colo.	0.0	0.0
Mesa, Ariz.	0.0	0.0
Greeley, Colo.	0.0	0.0

MONTHLY MOTOR VEHICLE DEATHS AND TRAFFIC TRENDS 1959-1960



CHANGES IN MOTOR-VEHICLE DEATHS FIRST 7 MONTHS, 1959 TO 1960



MOTOR VEHICLE DEATHS AND CHANGES

Months	DEATHS				PERCENTAGE CHANGES				
					Corresponding Month			4 Mos. Mov. Ave.*	
	1956	1958	1959	1960	1956-1960	1958-1959	1959-1960	1958-1959	1959-1960
January	2,954	2,709	2,790	2,850	— 2%		+ 2%		0%
February	2,652	2,398	2,430	2,380	—10%		— 2%		0%
March	2,940	2,598	2,860	2,400	—18%		—16%		— 3%
April	2,970	2,595	2,650	2,910	— 2%		+10%		— 2%
May	3,094	2,937	3,110	3,230	+ 3%		+ 4%		— 1%
June	3,338	3,078	3,260	3,320	0%		+ 2%		0%
July	3,555	3,098	3,250	3,450	— 3%		+ 6%		+ 5%
7 Months	21,503	19,413	20,350	20,540	— 5%		+ 1%	+ 4%	
August	3,535	3,550	3,510			— 1%		+ 3%	
September	3,653	3,325	3,360			+ 1%		0%	
October	3,476	3,586	3,440			— 4%		— 1%	
November	3,603	3,526	3,490			— 1%		— 1%	
December	3,858	3,581	3,650			+ 2%			
Total	39,628	36,981	37,800						

All 1956 and 1958 figures are from the National Office of Vital Statistics. The 1959 and 1960 figures are National Safety Council estimates.

The 1960 national estimate is arrived at by assuming that the percentage change from 1959 to 1960 in the states reporting for both years reflects the 1959-1960 change in the entire country. First reports are preliminary, so revisions are made from time to time as later reports are received for the various months. Thus, figures above for 1960 may differ slightly from figures for the same months which will be published in future issues of TRAFFIC SAFETY.

*Four Months Moving Average is based on changes between the totals for four months instead of one month. For example, the July figure shows the change between the totals for April-July 1959 and April-July 1960, etc. Adding several months together tends to smooth out single month changes which may be affected by differences in the number of weekends in a month from one year to the next, random variations, etc.

TRAFFIC DEATHS—CITY RECORDS

The table covers only motor-vehicle deaths resulting from traffic accidents that occurred in the city. Nontraffic motor vehicle deaths (where the accident occurred on home or work premises) are not included; nor are deaths in the city from accidents occurring outside.

Rankings are based on the 1960 registration death rate which is the number of deaths per 10,000 registered motor vehicles on an annual basis. Vehicle registration figures are for the year 1959 and were supplied by R. L. Polk & Co.

Cities are ranked by registration death rates—from low to high. When two or more cities have exactly the same rate, ranking is by total vehicle registrations—from large to small.

Cities shown in heavy type have improved in 1960 compared with 1959.

The population death rate is the number of deaths per 100,000 population on an annual basis. Populations are as of April, 1950, or later censuses taken by the U. S. Bureau of the Census.

	Seven Months 1960	1959	1958	1960 Reg. Rate	1960 Pop. Rate
ALL REPORTING CITIES				2.2	9.0
Group I (1,000,000 and over)					
1. Chicago, Ill.	130	164	161	2.2	5.9
2. Detroit, Mich.	113	101	87	3.0	10.0
3. Los Angeles, Calif.	214	183	197	3.0	16.3
All cities in this group				3.2	8.7
4. Philadelphia, Pa.	102	83	91	3.4	8.4
5. Baltimore, Md.	67	59	71	3.6	11.1
6. New York, N. Y.	325	400	355	4.0	7.1
Group II (750,000 to 1,000,000)					
1. St. Louis, Mo.	45	44	31	2.5	9.0
2. San Francisco, Calif.	48	52	35	2.8	10.6
All cities in this group				2.9	10.2
3. Cleveland, Ohio	59	51	50	3.5	10.9
Group III (500,000 to 750,000)					
1. Seattle, Wash.	23	26	39	1.4	6.9
2. Milwaukee, Wis.	27	29	25	1.5	6.5
3. Houston, Tex.	44	67	55	1.8	10.6
4. Buffalo, N. Y.	31	27	38	2.3	8.9
All cities in this group				2.5	9.9
5. Boston, Mass.	26	36	34	2.6	6.1
6. Minneapolis, Minn.	33	19	27	2.8	10.8
7. Dallas, Tex.	51	36	42	2.9	15.0
8. Cincinnati, Ohio	38	32	25	3.0	11.3
9. San Diego, Calif.	38	44	49	3.2	13.0
10. Pittsburgh, Pa.	39	26	37	3.3	9.9
11. New Orleans, La.	41	32	38	3.9	11.7
Group IV (350,000 to 500,000)					
1. Denver, Colo.	27	24	26	1.7	9.7
2. Portland, Ore.	27	26	21	1.9	11.2
3. Columbus, Ohio	20	19	25	2.0	7.2
4. Oakland, Calif.	18	31	25	2.0	8.0
5. Birmingham, Ala.	19	30	22	2.3	9.1
6. Indianapolis, Ind.	32	19	18	2.5	11.9
All cities in this group				2.5	10.9
7. Louisville, Ky.	25	26	26	2.7	10.5
8. Memphis, Tenn.	30	18	14	2.9	10.5
9. San Antonio, Tex.	39	29	27	3.1	14.7
10. Atlanta, Ga.	35	42	45	3.2	12.2
11. Phoenix, Ariz.	35	29	21	3.2	14.0
Group V (200,000 to 350,000)					
1. Wichita, Kan.	5	6	7	0.6	3.8
2. Grand Rapids, Mich.	5	9	9	0.7	4.0
3. Omaha, Nebr.	7	18	14	1.0	4.3
4. Miami, Fla.	16	28	27	1.3	10.6
5. Rochester, N. Y.	11	4	13	1.4	5.5
6. Syracuse, N. Y.	8	8	5	1.8	6.4
7. Toledo, Ohio	17	6	10	1.9	8.5
8. Fort Worth, Tex.	19	19	19	2.0	9.9
9. Norfolk, Va.	11	7	14	2.1	6.5
10. Akron, Ohio	16	20	29	2.1	8.9
All cities in this group				2.1	10.0
11. Dayton, Ohio	20	10	15	2.3	11.4
12. Flint, Mich.	15	8	8	2.4	11.9
13. Worcester, Mass.	8	15	7	2.4	6.8
14. St. Paul, Minn.	20	15	20	2.4	10.9
15. Richmond, Va.	17	14	16	2.5	12.3
16. Tampa, Fla.	20	18	13	2.5	12.7
17. Honolulu, Hawaii	23	21	14	2.6	15.9
18. Oklahoma City, Okla.	29	13	16	2.8	17.4
19. Long Beach, Calif.	26	13	16	2.9	13.3
20. Jacksonville, Fla.	26	15	24	2.9	17.8
21. El Paso, Tex.	15	23	22	3.0	10.3
Group VI (100,000 to 200,000)					
1. Wilmington, Del.	2	4	7	0.6	3.1
2. Saginaw, Mich.	2	1	2	0.6	3.1
3. Trenton, N. J.	3	5	5	0.7	4.0
4. Lansing, Mich.	3	6	6	0.9	4.6
5. Baton Rouge, La.	4	12	10	0.9	4.5
6. Yonkers, N. Y.	3	1	2	0.9	2.8
7. Madison, Wis.	3	3	4	0.9	4.6
8. Lincoln, Neb.	3	0	2	1.0	4.3
9. Berkeley, Calif.	3	6	7	1.0	4.4
10. Canton, Ohio.	4	1	5	1.1	5.5
11. Austin, Tex.	5	12	3	1.2	5.2
12. Roanoke, Va.	3	2	3	1.2	5.1
13. Elizabeth, N. J.	3	3	7	1.3	4.4
14. Dearborn, Mich.	6	6	20	1.3	7.9
15. Niagara Falls, N. Y.	3	2	5	1.4	5.0
16. Utica, N. Y.	3	3	3	1.4	5.0
17. Hartford, Conn.	5	3	1	1.4	4.6
18. Fresno, Calif.	7	7	4	1.4	9.8
19. Spokane, Wash.	8	7	7	1.5	7.3
20. Pasadena, Calif.	6	9	7	1.5	9.0
21. Reading, Pa.	4	3	7	1.5	6.0
22. Youngstown, Ohio	6	8	9	1.5	5.5
23. Erie, Pa.	6	3	4	1.6	7.5
24. Montgomery, Ala.	5	3	2	1.6	7.4
25. Evansville, Ind.	6	9	2	1.6	6.1
26. Des Moines, Iowa	9	11	11	1.6	8.4
27. Arlington, Va.	6	6	3	1.6	6.4
28. Springfield, Mass.	6	5	9	1.7	6.2
29. Tacoma, Wash.	9	5	8	1.7	9.8
30. Gary, Ind.	7	10	8	1.8	6.8
31. Glendale, Calif.	6	8	4	1.8	9.0
32. Little Rock, Ark.	6	7	5	2.0	9.6
33. Duluth, Minn.	5	7	12	2.0	8.1
34. Salt Lake City, Utah	15	8	11	2.0	13.4
35. Rockford, Ill.	8	3	3	2.0	11.4
All cities in this group				2.0	9.4
36. Albuquerque, N. M.	10	16	8	2.1	10.1
37. Amarillo, Tex.	7	5	2	2.1	12.0
38. Sacramento, Calif.	14	13	9	2.1	15.3
39. Corpus Christi, Tex.	9	4	11	2.1	10.6
40. Savannah, Ga.	7	7	4	2.2	9.2
41. Fort Wayne, Ind.	12	7	5	2.5	13.4
42. San Jose, Calif.	16	12	10	2.5	17.3
43. Chattanooga, Tenn.	10	14	13	2.7	13.1
44. Peoria, Ill.	10	0	3	2.7	15.0
45. Lubbock, Tex.	9	13	5	2.8	14.7
46. Hammond, Ind.	6	9	9	2.8	9.4
47. Bridgeport, Conn.	10	7	3	2.8	10.1
48. New Haven, Conn.	9	5	4	2.8	9.2
49. Shreveport, La.	13	8	6	2.9	13.9
50. Kansas City, Kan.	12	9	4	2.9	15.9
51. Allentown, Pa.	8	5	5	2.9	12.3
52. Waterbury, Conn.	7	2	3	3.1	10.6
53. Nashville, Tenn.	16	10	13	3.2	15.7
54. St. Petersburg, Fla.	22	17	9	3.6	28.4
55. Mobile, Ala.	15	15	13	3.7	14.8
56. Newport News, Va.	7	2	10	3.8	11.5
57. Jackson, Miss.	13	7	4	3.9	18.9
58. Waco, Tex.	11	8	3	4.0	18.6
Group VII (50,000 to 100,000)					
1. Topeka, Kan.	0	7	5	0.0	0.0
2. Schenectady, N. Y.	0	1	3	0.0	0.0
3. Colorado Spgs., Colo.	0	1	3	0.0	0.0
4. Columbus, Ga.	0	6	2	0.0	0.0
5. Lexington, Ky.	0	3	3	0.0	0.0
6. San Mateo, Calif.	0	1	3	0.0	0.0
7. White Plains, N. Y.	0	2	1	0.0	0.0
8. Elmira, N. Y.	0	1	0	0.0	0.0
9. Medford, Mass.	0	1	1	0.0	0.0
10. Passaic, N. J.	0	2	2	0.0	0.0
11. West Hartford, Conn.	0	3	0	0.0	0.0
12. Cedar Rapids, Iowa	1	0	3	0.4	2.2
13. Sioux City, Iowa	1	12	3	0.5	1.9
14. Joliet, Ill.	1	3	4	0.5	2.8
15. Santa Monica, Calif.	1	5	5	0.5	2.2
16. Bethlehem, Pa.	1	1	0	0.5	2.3
17. Mansfield, Ohio	1	0	2	0.6	3.3
18. Mount Vernon, N.Y.	1	3	1	0.6	2.2
19. East Orange, N. J.	1	0	3	0.6	2.0
20. Portsmouth, Va.	1	3	2	0.6	2.0
21. Torrance, Calif.	2	6	2	0.7	3.5
22. Pueblo, Colo.	2	9	2	0.8	4.2
23. Council Bluffs, Iowa	1	3	3	0.8	3.2
24. East St. Louis, Ill.	2	7	7	0.8	3.7
25. Irvington, N. J.	1	0	0	0.8	2.7
26. Alexandria, Va.	2	4	2	0.8	3.9
27. Pittsfield, Mass.	1	2	3	0.9	3.1
28. Meriden, Conn.	1	3	1	0.9	3.3
29. Binghamton, N. Y.	2	1	2	0.9	4.1
30. Muncie, Ind.	2	1	2	0.9	5.3
31. West Allis, Wis.	1	1	4	1.0	2.7
32. Woonsocket, R. I.	1	1	0	1.0	3.4
33. San Leandro, Calif.	2	1	4	1.0	5.4
34. Johnstown, Pa.	2	3	2	1.1	5.4
35. Kenosha, Wis.	2	7	1	1.1	5.3
36. Springfield, Ill.	3	3	4	1.1	6.3
37. Sioux Falls, S. D.	2	4	1	1.1	5.7
38. St. Joseph, Mo.	2	2	2	1.1	4.4
39. Orlando, Fla.	5	6	0	1.2	9.6
40. Winston-Salem, N.C.	3	4	6	1.2	5.7
41. Lake Charles, La.	2	3	4	1.2	6.1
42. Evanston, Ill.	2	0	0	1.2	4.5
43. Anderson, Ind.	2	1	0	1.2	6.8
44. St. Clair Shores, Mich.	2	3	2	1.2	5.5
45. Decatur, Ill.	3	8	6	1.2	6.5
46. Portland, Me.	2	1	3	1.2	4.3
47. Cambridge, Mass.	2	2	6	1.2	3.5
48. Springfield, Ohio	3	6	2	1.3	5.8
49. Lakewood, Calif.	2	4	3	1.3	4.8
50. Alameda, Calif.	2	2	1	1.3	4.8
51. New Rochelle, N. Y.	2	1	2	1.3	4.6
52. Santa Ana, Calif.	4	5	0	1.3	9.9
53. Abilene, Tex.	3	5	1	1.4	8.5
54. Hampton, Va.	2	5	13	1.4	4.3
55. Hayward, Calif.	3	4	6	1.4	9.4
56. Columbia, S. C.	4	4	1	1.4	7.1
57. Newton, Mass.	3	5	2	1.4	5.9
58. Pensacola, Fla.	3	4	2	1.4	10.1
59. Lakewood, Ohio	2	3	4	1.4	4.9
60. Fort Smith, Ark.	2	5	6	1.5	5.7
61. Wheeling, W. Va.	2	1	6	1.5	5.8
62. Oak Park, Ill.	2	0	1	1.5	5.6
63. Wilkes-Barre, Pa.	3	1	4	1.5	6.7
64. Fullerton, Calif.	2	0	0	1.5	6.8
65. Richmond, Calif.	3	5	4	1.5	5.2
66. Warren, Ohio	3	5	2	1.5	8.1
67. Reno, Nev.	3	2	3	1.6	9.8
68. Jackson, Mich.	3	4	0	1.6	8.4
69. Euclid, Ohio	2	0	3	1.6	5.5
70. Lynchburg, Va.	2	3	2	1.6	6.4
71. Muskegon, Mich.	3	0	2	1.7	9.0
72. Lo. Merion Twp., Pa.	2	2	1	1.7	6.0
73. Aurora, Ill.	3	1	1	1.7	8.9
74. Beaumont, Tex.	5	11	4	1.7	9.1
75. Bay City, Mich.	3	3	0	1.7	8.5
76. Asheville, N. C.	3	1	2	1.7	9.7
77. Bloomfield, N. J.	2	0	0	1.7	6.8
78. Battle Creek, Mich.	3	1	0	1.8	9.4
79. Hamilton, Ohio	4	3	3	1.8	9.4
80. Lorain, Ohio	3	1	4	1.8	8.4
81. Royal Oak, Mich.	4	9	1	1.8	9.6
82. Stockton, Calif.	6	9	6	1.8	13.5
All cities in this group				1.8	8.2
83. Stamford, Conn.	4	2	3	1.9	7.8
84. Terre Haute, Ind.	4	0	4	1.9	9.4
85. Pontiac, Mich.	5	3	11	1.9	10.3
86. Fort Lauderdale, Fla.	6	2	4	2.0	16.3
87. Lynn, Mass.	3	6	3	2.0	5.2
88. Augusta, Ga.	4	4	3	2.0	9.2
89. Davenport, Iowa	4	4	2	2.0	8.5
90. Lancaster, Pa.	4	2	2	2.0	10.1
91. Waterloo, Iowa	4	1	5	2.1	9.8
92. Miami Beach, Fla.	4	5	5	2.2	13.5
93. Riverside, Calif.	6	7	4	2.3	13.6
94. Bayonne, N. J.	3	1	1	2.3	6.7
95. Charleston, W. Va.	4	7	2	2.3	9.3
96. San Bernardino, Calif.	8	11	10	2.4	16.5
97. Dubuque, Iowa	3	0	0	2.4	10.0
98. Tuscaloosa, Ala.	3	6	2	2.4	9.0
99. Burbank, Calif.	7	6	3	2.5	13.2
100. West Palm Beach, Fla.	6	3	3	2.5	20.2
101. Greensboro, N. C.	6	6	7	2.6	12.6
102. Cuyahoga Falls, Ohio	3	0	1	2.6	10.2
103. Kalamazoo, Mich.	6	1	4	2.6	13.7
104. Parma, Ohio	3	0	1	2.6	7.0
105. Racine, Wis.	6	0	0	2.8	12.6
106. Gadsden, Ala.	3	3	3	2.8	8.0
107. Manchester, N. H.	5	5	1	2.9	9.8

	Seven Months 1960	1959	1958	1960 Reg. Rate	1960 Pop. Rate
108. Huntington, W. Va.	6	5	3	2.9	11.9
109. Durham, N. C.	**6**	**8**	**4**	**2.9**	**14.4**
110. Ann Arbor, Mich.	5	1	2	3.0	15.7
111. Warren, Mich.	**6**	**8**	**5**	**3.1**	**16.2**
112. Greenville, S. C.	6	2	2	3.1	15.8
113. Wichita Falls, Tex.	7	5	4	3.1	13.3
114. Anaheim, Calif.	**9**	**14**	**0**	**3.2**	**19.7**
115. Springfield, Mo.	8	2	3	3.2	17.2
116. New Britain, Conn.	5	3	4	3.3	9.8
117. Macon, Ga.	9	5	1	3.4	21.9
118. Compton, Calif.	7	6	8	3.5	18.8
119. Covington, Ky.	5	2	2	3.5	11.7
120. Lincoln Park, Mich.	4	2	2	3.5	12.7
121. Ogden, Utah	8	2	5	3.7	21.0
122. Tucson, Ariz.	12	9	3	3.7	29.4
123. Atlantic City, N. J.	4	3	5	3.8	11.1
124. Raleigh, N. C.	8	3	3	4.0	19.4
125. East Chicago, Ind.	4	0	3	4.0	11.5
126. Brookline, Mass.	4	2	4	4.0	12.1
127. Santa Barbara, Calif.	9	3	4	4.1	27.7
128. Brockton, Mass.	6	6	5	4.3	16.4
129. Greenwich, Conn.	4	4	1	4.4	13.3
130. Las Vegas, Nev.	11	4	1	4.7	35.6
131. Charleston, S. C.	6	0	3	5.0	14.6
132. Norwalk, Conn.	6	3	3	5.1	16.8

Group VIII (25,000 to 50,000)

1. Yakima, Wash.	**0**	**1**	**1**	**0.0**	**0.0**
2. Whittier, Calif.	**0**	**1**	**0**	**0.0**	**0.0**
3. Plainfield, N. J.	0	0	2	0.0	0.0
4. Appleton, Wis.	**0**	**3**	**0**	**0.0**	**0.0**
5. Hutchinson, Kan.	**0**	**1**	**1**	**0.0**	**0.0**
6. Salina, Kan.	**0**	**2**	**1**	**0.0**	**0.0**
7. Easton, Pa.	**0**	**1**	**0**	**0.0**	**0.0**
8. University City, Mo.	**0**	**1**	**1**	**0.0**	**0.0**
9. Highland Park, Mich.	**0**	**5**	**3**	**0.0**	**0.0**
10. Eau Claire, Wis.	**0**	**2**	**2**	**0.0**	**0.0**
11. Stratford, Conn.	**0**	**1**	**2**	**0.0**	**0.0**
12. Marion, Ohio	**0**	**2**	**2**	**0.0**	**0.0**
13. Portsmouth, Ohio	0	0	2	0.0	0.0
14. Montebello, Calif.	0	0	2	0.0	0.0
15. Ventura, Calif.	**0**	**3**	**2**	**0.0**	**0.0**
16. Menlo Park, Calif.	0	0	0	0.0	0.0
17. Granite City, Ill.	**0**	**2**	**1**	**0.0**	**0.0**
18. Chicopee, Mass.	**0**	**3**	**0**	**0.0**	**0.0**
19. East Hartford, Conn.	**0**	**2**	**4**	**0.0**	**0.0**
20. Wausau, Wis.	**0**	**1**	**1**	**0.0**	**0.0**
21. Galesburg, Ill.	**0**	**1**	**1**	**0.0**	**0.0**
22. Sandusky, Ohio	**0**	**2**	**1**	**0.0**	**0.0**
23. Mountain View, Calif.	**0**	**2**	**3**	**0.0**	**0.0**
24. Manhattan Beach, Cal.	0	0	0	0.0	0.0
25. Monrovia, Calif.	**0**	**3**	**0**	**0.0**	**0.0**
26. Findlay, Ohio	**0**	**1**	**2**	**0.0**	**0.0**
27. Fair Lawn, N. J.	0	0	2	0.0	0.0
28. Rock Hill, S. C.	**0**	**3**	**2**	**0.0**	**0.0**
29. Fond du Lac, Wis.	**0**	**1**	**2**	**0.0**	**0.0**
30. Park Ridge, Ill.	0	0	1	0.0	0.0
31. Columbia, Mo.	**0**	**2**	**0**	**0.0**	**0.0**
32. Oak Park, Mich.	0	0	0	0.0	0.0
33. Kearny, N. J.	**0**	**2**	**1**	**0.0**	**0.0**
34. Lockport, N. Y.	0	0	1	0.0	0.0
35. Walla Walla, Wash.	0	0	2	0.0	0.0
36. Birmingham, Mich.	0	0	0	0.0	0.0
37. Minot, N. D.	**0**	**2**	**0**	**0.0**	**0.0**
38. Mt. Clemens, Mich.	0	0	2	0.0	0.0
39. Redlands, Calif.	**0**	**1**	**2**	**0.0**	**0.0**
40. Provo, Utah	0	0	1	0.0	0.0
41. Norman, Okla.	**0**	**2**	**1**	**0.0**	**0.0**
42. Middletown, Conn.	**0**	**1**	**2**	**0.0**	**0.0**
43. Burlington, Vt.	**0**	**1**	**0**	**0.0**	**0.0**
44. New Kensington, Pa.	**0**	**2**	**0**	**0.0**	**0.0**
45. Watertown, Mass.	0	0	0	0.0	0.0
46. Amsterdam, N. Y.	**0**	**1**	**1**	**0.0**	**0.0**
47. Webster Groves, Mo.	0	0	0	0.0	0.0
48. Annapolis, Md.	**0**	**1**	**1**	**0.0**	**0.0**
49. Oak Ridge, Tenn.	**0**	**1**	**2**	**0.0**	**0.0**
50. Denton, Tex.	**0**	**3**	**0**	**0.0**	**0.0**
51. Wallingford, Conn.	**0**	**3**	**0**	**0.0**	**0.0**
52. Maple Heights, Ohio	0	0	0	0.0	0.0
53. Winona, Minn.	0	0	0	0.0	0.0
54. East Lansing, Mich.	**0**	**2**	**1**	**0.0**	**0.0**
55. Mt. Lebanon, Pa.	0	0	1	0.0	0.0
56. Park Forest, Ill.	0	0	0	0.0	0.0
57. Belmont, Mass.	**0**	**1**	**0**	**0.0**	**0.0**
58. Palo Alto, Calif.	**1**	**3**	**0**	**0.5**	**3.6**
59. Beverly Hills, Calif.	**1**	**3**	**1**	**0.5**	**5.6**
60. Tyler, Tex.	**1**	**3**	**1**	**0.6**	**3.8**
61. Midland, Tex.	1	1	3	0.6	4.7
62. Redwood City, Calif.	1	1	2	0.6	4.4
63. Vancouver, Wash.	1	0	3	0.6	4.1
64. Modesto, Calif.	1	0	5	0.7	5.1
65. Poughkeepsie, N. Y.	1	1	2	0.7	4.2
66. Cheyenne, Wyo.	**1**	**2**	**0**	**0.7**	**4.1**
67. Casper, Wyo.	1	1	0	0.7	4.8
68. Everett, Wash.	**1**	**3**	**0**	**0.7**	**4.9**
69. Wilmington, N. C.	**1**	**4**	**2**	**0.8**	**3.7**
70. Warwick, R. I.	**1**	**4**	**5**	**0.8**	**4.0**
71. Newark, Ohio	1	0	3	0.8	4.3

	Seven Months 1960	1959	1958	1960 Reg. Rate	1960 Pop. Rate
72. Quincy, Ill.	**1**	**4**	**3**	**0.8**	**4.0**
73. Rapid City, S. D.	**1**	**4**	**2**	**0.8**	**4.3**
74. Zanesville, Ohio	1	1	1	0.8	3.8
75. Pine Bluff, Ark.	1	1	1	0.8	4.3
76. Rochester, Minn.	1	0	2	0.9	5.5
77. West Covina, Calif.	1	0	3	0.9	3.6
78. Pocatello, Idaho	**1**	**2**	**7**	**0.9**	**6.3**
79. Danbury, Conn.	1	0	2	0.9	4.0
80. Gainesville, Fla.	1	1	2	0.9	5.5
81. Newburgh, N. Y.	1	0	1	0.9	5.3
82. Fargo, N. D.	1	0	2	0.9	4.2
83. Coral Gables, Fla.	**1**	**2**	**4**	**0.9**	**5.9**
84. Rome, N. Y.	1	1	0	1.0	3.6
85. Beloit, Wis.	1	0	1	1.0	5.4
86. Bloomington, Ind.	**1**	**2**	**0**	**1.0**	**5.7**
87. Barberton, Ohio	1	0	5	1.0	4.8
88. Torrington, Conn.	1	0	0	1.0	5.6
89. Roma, Ga.	1	1	2	1.0	5.3
90. Fairfield, Conn.	**1**	**7**	**4**	**1.1**	**4.1**
91. West Orange, N. J.	**1**	**3**	**3**	**1.1**	**5.0**
92. Maywood, Ill.	1	1	1	1.1	6.2
93. South Euclid, Ohio	**1**	**2**	**0**	**1.1**	**6.1**
94. Westfield, N. J.	1	0	1	1.1	6.6
95. Billings, Mont.	2	0	2	1.1	8.9
96. Mason City, Iowa	1	1	1	1.2	5.8
97. Bangor, [2]Maine	1	0	0	1.2	4.3
98. Allen Park, Mich.	**1**	**2**	**1**	**1.2**	**4.3**
99. Hackensack, N. J.	**1**	**2**	**2**	**1.2**	**5.3**
100. Richfield, Minn.	1	1	1	1.2	4.8
101. Teaneck, N. J.	1	1	3	1.2	4.5
102. Vallejo, Calif.	**2**	**5**	**1**	**1.2**	**7.8**
103. Benton Harbor, Mich	1	1	2	1.3	6.7
104. Montclair, N. J.	1	1	1	1.3	3.8
105. Boise, Idaho	2	0	0	1.4	10.0
106. Burlington, N. C.	1	0	1	1.4	6.8
107. Clearwater, Fla.	2	2	4	1.4	11.8
108. Kokomo, Ind.	**2**	**5**	**3**	**1.4**	**7.5**
109. Hamden, Conn.	**1**	**3**	**2**	**1.4**	**4.5**
110. Grand Forks, N. D.	1	0	0	1.4	6.0
111. Lewiston, Maine	1	1	0	1.4	4.2
112. Fairmont, W. Va.	1	0	0	1.5	5.8
113. Pasadena, Tex.	2	2	3	1.5	7.2
114. Shaker Heights, Ohio	1	0	3	1.5	5.1
115. Lafayette, Ind.	2	1	0	1.5	8.5
All cities in this group				1.5	7.4
116. Elkhart, Ind.	2	0	1	1.6	8.9
117. Urbana, Ill.	1	0	0	1.6	6.5
118. Elyria, Ohio	2	0	0	1.6	9.1
119. Rock Island, Ill.	**2**	**4**	**1**	**1.7**	**6.9**
120. Richmond, Ind.	2	1	1	1.7	7.9
121. Moline, Ill.	**2**	**3**	**6**	**1.7**	**8.8**
122. Oshkosh, Wis.	2	1	1	1.8	7.8
123. Odessa, Tex.	3	2	1	1.8	11.6
124. Sheboygan, Wis.	2	0	0	1.8	7.2
125. St. Louis Park, Minn.	2	1	0	1.8	8.9
126. Bellington, Wash.	2	0	2	1.8	9.4
127. Danville, Va.	2	1	5	1.8	6.9
128. Tallahassee, Fla.	3	0	4	1.9	13.5
129. East Detroit, Mich.	2	1	0	1.9	8.0
130. Wyandotte, Mich.	3	0	1	1.9	10.4
131. Arlington, Mass.	2	1	0	1.9	7.3
132. East Cleveland, Ohio	2	1	1	2.0	8.4
133. Linden, N. J.	2	0	4	2.1	9.4
134. Roseville, Mich.	**2**	**5**	**2**	**2.1**	**8.2**
135. Manchester, Conn.	2	0	2	2.1	8.6
136. Groton, Conn.	1	1	1	2.1	6.3
137. Bloomington, Ill.	2	0	0	2.2	9.5
138. Elgin, Ill.	3	2	3	2.2	10.7
139. Burlington, Iowa	2	0	2	2.2	11.2
140. Fitchburg, Mass.	**2**	**3**	**0**	**2.4**	**8.0**
141. Spartanburg, S. C.	**3**	**5**	**2**	**2.4**	**12.4**
142. Manitowoc, Wis.	2	0	3	2.4	11.4
143. St. Cloud, Minn.	2	1	1	2.4	10.6
144. Hamtramck, Mich.	2	0	2	2.4	7.5
145. Florence, S. C.	**2**	**3**	**1**	**2.5**	**12.0**
146. La Crosse, Wis.	3	2	1	2.5	10.8
147. Bristol, Conn.	2	0	1	2.5	7.5
148. Hagerstown, Md.	3	2	1	2.5	13.4
149. Lawton, Okla.	**3**	**4**	**2**	**2.5**	**13.2**
150. Enid, Okla.	3	2	0	2.5	13.8
151. Rahway, N. J.	2	1	1	2.6	12.8
152. Aurora, Colo.	3	0	1	2.6	20.6
153. Champaign, Ill.	3	1	2	2.6	10.6
154. Sumter, S. C.	2	2	1	2.7	13.6
155. Temple, Tex.	**2**	**4**	**1**	**2.7**	**11.4**
156. Muskogee, Okla.	3	3	2	2.7	13.8
157. Freeport, Ill.	2	0	1	2.7	13.4
158. Parkersburg, W. Va.	2	1	0*	2.7	11.0
159. Wyoming, Mich.	**3**	**5**	**2**	**3.0**	**12.0**
160. Norwich, Conn.	3	0	0	3.2	13.2
161. Hazel Park, Mich.	2	0	2	3.2	12.9
162. Daytona Beach, Fla.	4	3	3	3.3	19.0
163. Oxnard, Calif.	4	3	2	3.4	20.0
164. Wauwatosa, Wis.	4	0	2	3.5	14.8
165. Livonia, Mich.	5	1	1	3.6	17.5
166. Petersburg, Va.	3	0	1	3.7	14.5
167. Iowa City, Iowa	3	0	0	3.8	18.9
168. Fayetteville, N. C.	5	1	3	3.9	19.2

	Seven Months 1960	1959	1958	1960 Reg. Rate	1960 Pop. Rate
169. New London, Conn.	3	2	3	3.9	16.5
170. Middletown, Ohio	5	1	3	4.0	19.3
171. West Haven, Conn.	4	1	0	4.1	18.4
172. Michigan City, Ind.	4	0	3	4.2	20.7
173. Concord, N. H.	3	2	1	4.2	17.2
174. Monroe, Mich.	4	0	0	4.6	24.5
175. National City, Calif.	4	1	1	4.7	21.6
176. Revere, Mass.	3	2	3	4.7	13.0
177. High Point, N. C.	6	1	2	4.8	23.4
178. Santa Clara, Calif.	6	3	3	4.8	23.7
179. Chula Vista, Calif.	6	1	2	4.9	28.9
180. Highland Park, Ill.	3	2	0	4.9	20.4
181. Elmhurst, Ill.	5	1	1	4.9	24.7
182. Vineland, N. J.	5	3	3	5.0	26.0
183. Kettering, Ohio	4	0	0	5.2	14.1
184. Fremont, Calif.	3	3	3	5.6	19.2
185. Milford, Conn.	5	0	0	5.7	21.9
186. Superior, Wis.	4	2	1	5.8	19.4
187. Mishawaka, Ind.	6	1	0	6.2	30.1
188. Chicago Heights, Ill.	6	0	0	6.4	35.6
189. Southfield, Mich.	6	2	4	9.6	38.5

Group IX (10,000 to 25,000)

1. Boulder, Colo.	0	0	0	0.0	0.0
2. Mesa, Ariz.	**0**	**3**	**1**	**0.0**	**0.0**
3. Greeley, Colo.	**0**	**1**	**0**	**0.0**	**0.0**
4. Ft. Pierce, Fla.	**0**	**7**	**2**	**0.0**	**0.0**
5. Medford, Ore.	**0**	**1**	**0**	**0.0**	**0.0**
6. Orange, Calif.	**0**	**1**	**2**	**0.0**	**0.0**
7. Merced, Calif.	**0**	**2**	**1**	**0.0**	**0.0**
8. Los Altos, Calif.	**0**	**2**	**0**	**0.0**	**0.0**
9. Edina, Minn.	0	0	0	0.0	0.0
10. Longview, Wash.	**0**	**1**	**2**	**0.0**	**0.0**
11. Bartlesville, Okla.	0	0	1	0.0	0.0
12. Lake Worth, Fla.	**0**	**1**	**0**	**0.0**	**0.0**
13. Sherman, Tex.	**0**	**1**	**0**	**0.0**	**0.0**
14. Butler, Pa.	0	0	1	0.0	0.0
15. Endicott, N. Y.	0	0	1	0.0	0.0
16. Ypsilanti, Mich.	0	0	1	0.0	0.0
17. Ames, Iowa	0	0	1	0.0	0.0
18. Frederick, Md.	0	0	0	0.0	0.0
19. El Cerrito, Calif.	0	0	1	0.0	0.0
20. Napa, Calif.	0	0	1	0.0	0.0
21. San Fernando, Calif.	**0**	**2**	**0**	**0.0**	**0.0**
22. North Miami, Fla.	**0**	**1**	**0**	**0.0**	**0.0**
23. Covina, Calif.	0	0	1	0.0	0.0
24. Great Bend, Kan.	0	0	1	0.0	0.0
25. Lombard, Ill.	0	0	0	0.0	0.0
26. Tiffin, Ohio	0	0	0	0.0	0.0
27. Uniontown, Pa.	0	0	1	0.0	0.0
28. Wilmette, Ill.	0	0	2	0.0	0.0
29. Jeffersonville, Ind.	**0**	**1**	**0**	**0.0**	**0.0**
30. North Platte, Neb.	0	0	0	0.0	0.0
31. Fremont, Ohio	**0**	**1**	**0**	**0.0**	**0.0**
32. Plainview, Tex.	**0**	**2**	**0**	**0.0**	**0.0**
33. Robbinsdale, Minn.	0	0	3	0.0	0.0
34. Salisbury, N. C.	**0**	**1**	**1**	**0.0**	**0.0**
35. Pittsburg, Kan.	0	0	0	0.0	0.0
36. Muscatine, Iowa	0	0	0	0.0	0.0
37. Traverse City, Mich.	0	0	0	0.0	0.0
38. Westport, Conn.	**0**	**3**	**1**	**0.0**	**0.0**
39. Glendora, Calif.	**0**	**3**	**0**	**0.0**	**0.0**
40. Muskegon Hts., Mich.	**0**	**2**	**0**	**0.0**	**0.0**
41. Floral Park, N. Y.	0	0	0	0.0	0.0
42. So. St. Paul, Minn.	0	0	1	0.0	0.0
43. Hibbing, Minn.	0	0	0	0.0	0.0
44. Richland, Wash.	0	0	1	0.0	0.0
45. Emporia, Kan.	0	0	0	0.0	0.0
46. Niles, Mich.	**0**	**1**	**0**	**0.0**	**0.0**
47. Marietta, Ohio	0	0	1	0.0	0.0
48. Calumet City, Ill.	**0**	**5**	**3**	**0.0**	**0.0**
49. Wooster, Ohio	**0**	**3**	**1**	**0.0**	**0.0**
50. Johnson City, N. Y.	0	0	0	0.0	0.0
51. Moorhead, Minn.	**0**	**1**	**2**	**0.0**	**0.0**
52. Huntington, Ind.	0	0	2	0.0	0.0
53. Las Cruces, N. M.	0	0	1	0.0	0.0
54. Shorewood, Wis.	0	0	0	0.0	0.0
55. Pittsburg, Calif.	0	0	0	0.0	0.0
56. Ashland, Ohio	0	0	1	0.0	0.0
57. Kennewick, Wash.	**0**	**4**	**0**	**0.0**	**0.0**
58. So. Milwaukee, Wis.	**0**	**1**	**0**	**0.0**	**0.0**
59. Statesville, N. C.	0	0	2	0.0	0.0
60. Valparaiso, Ind.	0	0	0	0.0	0.0
61. El Dorado, Kan.	**0**	**1**	**0**	**0.0**	**0.0**
62. Brainerd, Minn.	**0**	**1**	**0**	**0.0**	**0.0**
63. Pendleton, Ore.	**0**	**1**	**0**	**0.0**	**0.0**
64. Evergreen Park, Ill.	0	0	0	0.0	0.0
65. Marquette, Mich.	0	0	0	0.0	0.0
66. Pasco, Wash.	**0**	**1**	**0**	**0.0**	**0.0**
67. Villa Park, Ill.	0	0	0	0.0	0.0
68. Fostoria, Ohio	0	0	0	0.0	0.0
69. Redding, Calif.	0	0	1	0.0	0.0
70. Takoma Park, Md.	**0**	**1**	**0**	**0.0**	**0.0**
71. Defiance, Ohio	0	0	0	0.0	0.0
72. McAlester, Okla.	**0**	**1**	**0**	**0.0**	**0.0**
73. Alpena, Mich.	**0**	**2**	**0**	**0.0**	**0.0**
74. Massena, N. Y.	0	0	2	0.0	0.0
75. Brookfield, Ill.	0	0	0	0.0	0.0

	Seven Months 1960	1959	1958	1960 Reg. Rate	1960 Pop. Rate
76. Tracy, Calif.	0	0	0	0.0	0.0
77. Owatonna, Minn.	0	0	0	0.0	0.0
78. Prescott, Ariz.	0	0	1	0.0	0.0
79. Wis. Rapids, Wis.	0	0	0	0.0	0.0
80. Fairbault, Minn.	0	0	1	0.0	0.0
81. Rocky River, Ohio	**0**	**1**	**0**	**0.0**	**0.0**
82. Glenview, Ill.	0	0	1	0.0	0.0
83. Vernon, Conn.	0	0	0	0.0	0.0
84. Boone, Iowa	**0**	**1**	**0**	**0.0**	**0.0**
85. Fergus Falls, Minn.	0	0	0	0.0	0.0
86. South Orange, N. J.	**0**	**1**	**1**	**0.0**	**0.0**
87. Astoria, Ore.	0	0	0	0.0	0.0
88. Winfield, Kan.	0	0	0	0.0	0.0
89. Branford, Conn.	0	0	0	0.0	0.0
90. Kenmore, N. Y.	0	0	0	0.0	0.0
91. State College, Pa.	0	0	0	0.0	0.0
92. Mamaroneck, N. Y.	**0**	**1**	**0**	**0.0**	**0.0**
93. Waynesboro, Va.	0	0	0	0.0	0.0
94. Hawthorne, N. J.	0	0	0	0.0	0.0
95. Moses Lake, Wash.	0	0	1	0.0	0.0
96. Albany, Calif.	**0**	**1**	**1**	**0.0**	**0.0**
97. Houma, La.	0	0	1	0.0	0.0
98. Lamesa, Tex.	**0**	**1**	**0**	**0.0**	**0.0**
99. Jennings, Mo.	0	0	0	0.0	0.0
100. Enfield, Conn.	0	0	0	0.0	0.0
101. Canton, Ill.	**0**	**1**	**0**	**0.0**	**0.0**
102. Martinsburg, W. Va.	0	0	0	0.0	0.0
103. Mitchell, S. D.	0	0	0	0.0	0.0
104. Beaver Dam, Wis.	0	0	0	0.0	0.0
105. Hopewell, Va.	**0**	**1**	**0**	**0.0**	**0.0**
106. Conneaut, Ohio	**0**	**1**	**0**	**0.0**	**0.0**
107. Galion, Ohio	0	0	0	0.0	0.0
108. Winnetka, Ill.	**0**	**1**	**0**	**0.0**	**0.0**
109. Menasha, Wis.	0	0	0	0.0	0.0
110. No. College Hill, O.	**0**	**1**	**0**	**0.0**	**0.0**
111. North Olmsted, Ohio	0	0	1	0.0	0.0
112. Mt. Pleasant, Mich.	0	0	1	0.0	0.0
113. Van Wert, Ohio	0	0	0	0.0	0.0
114. Bellefontaine, Ohio	0	0	0	0.0	0.0
115. Elizabeth City, N. C.	**0**	**1**	**1**	**0.0**	**0.0**
116. Bowling Green, Ohio	0	0	1	0.0	0.0
117. Northbrook, Ill.	0	0	0	0.0	0.0
118. Suffolk, Va.	0	0	0	0.0	0.0
119. Hornell, N. Y.	0	0	0	0.0	0.0
120. Virginia, Minn.	0	0	0	0.0	0.0
121. GrossePte.Wds.,Mich.	0	0	0	0.0	0.0
122. Du Bois, Pa.	**0**	**1**	**0**	**0.0**	**0.0**
123. Bay Village, Ohio	0	0	1	0.0	0.0
124. Cudahy, Wis.	0	0	0	0.0	0.0
125. Pacific Grove, Calif.	0	0	0	0.0	0.0
126. Cadillac, Mich.	0	0	0	0.0	0.0
127. Univ. Heights, Ohio	**0**	**1**	**0**	**0.0**	**0.0**
128. Charles City, Iowa	0	0	0	0.0	0.0
129. Cambridge, Md.	0	0	1	0.0	0.0
130. La Grange Pk., Ill.	0	0	0	0.0	0.0
131. Fairfield, Calif.	0	0	0	0.0	0.0
132. Menominee, Mich.	0	0	1	0.0	0.0
133. Grosse Pte. Pk., Mich.	0	0	0	0.0	0.0
134. Henderson, N. C.	0	0	2	0.0	0.0
135. Covington, Va.	0	0	0	0.0	0.0
136. Los Alamos, N. M.	**0**	**2**	**0**	**0.0**	**0.0**
137. Moscow, Idaho	0	0	0	0.0	0.0
138. Monroe, N. C.	**0**	**2**	**1**	**0.0**	**0.0**
139. Mansfield, Conn.	**0**	**1**	**0**	**0.0**	**0.0**
140. Bellaire, Ohio	0	0	1	0.0	0.0
141. Stonington, Conn.	**0**	**1**	**0**	**0.0**	**0.0**
142. Webster, Mass.	0	0	0	0.0	0.0
143. Fairfield, Ala.	0	0	0	0.0	0.0
144. Watertown, Conn.	**0**	**1**	**0**	**0.0**	**0.0**
145. Killingly, Conn.	**0**	**2**	**0**	**0.0**	**0.0**
146. Mercedes, Tex.	0	0	0	0.0	0.0
147. Donora, Pa.	0	0	0	0.0	0.0
148. Englewood, Colo.	1	0	0	0.9	7.5
149. Santa Cruz, Calif.	1	1	3	1.0	7.5
150. Grand Island, Neb.	1	1	2	1.2	6.9
151. Fort Myers, Fla.	1	1	0	1.2	9.7
152. Austin, Minn.	1	0	0	1.2	7.0
153. Lawrence, Kan.	1	0	1	1.2	7.3
154. Lodi, Calif.	1	0	1	1.3	8.5
155. Waukesha, Wis.	**1**	**2**	**0**	**1.3**	**7.1**
156. La Porte, Ind.	1	0	3	1.3	7.4
157. Bismarck, N. D.	1	1	1	1.3	7.7
158. Pampa, Tex.	1	0	0	1.4	9.0
159. Lufkin, Tex.	1	1	2	1.5	9.8
160. Kinston, N. C.	1	1	1	1.5	7.6
161. Corvallis, Ore.	1	0	1	1.5	9.2
162. Manhattan, Kan.	1	0	0	1.5	9.0
163. Wheaton, Ill.	1	0	1	1.6	7.2
164. Renton, Wash.	1	0	1	1.6	10.1
165. Ottawa, Ill.	1	1	2	1.6	8.8
166. Madison Hts., Mich.	**1**	**2**	**0**	**1.6**	**8.0**
167. Aberdeen, S. D.	1	1	2	1.6	7.7
168. Denison, Tex.	**1**	**2**	**2**	**1.6**	**8.2**
169. Owosso, Mich.	1	0	0	1.6	8.6
170. Sedalia, Mo.	**1**	**2**	**0**	**1.6**	**8.1**
171. Morristown, N. J.	1	0	0	1.6	9.7
172. Cranford, N. J.	1	1	0	1.6	7.5
All cities in this group				1.6	8.1
173. Holland, Mich.	1	0	2	1.7	8.8
174. Brownwood, Tex.	**1**	**2**	**0**	**1.7**	**8.5**
175. Ada, Okla.	1	0	0	1.7	10.7
176. Texarkana, Ark.	1	1	1	1.7	8.7
177. Cape Girardeau, Mo.	1	0	0	1.7	7.8
178. Colton, Calif.	1	0	2	1.7	9.0
179. So. Portland, Maine	1	0	1	1.7	7.0
180. Oceanside, Calif.	**1**	**2**	**4**	**1.7**	**8.3**
181. Meadville, Pa.	1	0	0	1.8	9.0
182. Hollywood, Fla.	**2**	**4**	**1**	**1.8**	**15.0**
183. Greenville, Tex.	1	1	1	1.8	11.0
184. Hillside, N. J.	1	0	1	1.8	8.1
185. Chico, Calif.	1	0	1	1.8	13.7
186. Xenia, Ohio	1	1	2	1.9	10.2
187. Connersville, Ind.	1	1	1	1.9	9.7
188. Snyder, Tex.	1	0	0	1.9	11.5
189. Stillwater, Okla.	1	0	2	1.9	8.5
190. Elmwood Park, Ill.	1	0	0	1.9	7.4
191. Oswego, N. Y.	1	0	0	1.9	7.6
192. Caldwell, Idaho	**1**	**2**	**1**	**1.9**	**14.6**
193. New Bern, N. C.	1	1	1	2.0	9.1
194. Peru, Ind.	**1**	**3**	**0**	**2.0**	**11.3**
195. Newton, Kan.	1	0	1	2.0	13.0
196. Sterling, Ill.	1	1	0	2.0	11.3
197. Greenwood, Miss.	1	1	0	2.0	8.9

TRAFFIC DEATHS—STATE RECORDS

Deaths are reported by state traffic authorities.

All figures are preliminary. To insure proper comparisons, 1959 and 1958 figures cover the same reporting period as those for 1960.

Population Rate: U. S. population rate is the estimated annual number of deaths per 100,000 population, assuming that deaths for the rest of the year will follow the normal seasonal pattern. State population rate is the estimated annual number of deaths per 100,000 population, assuming that the monthly average of deaths will remain at the present average for the rest of the year. Population rates are based on July 1, 1959, population estimates, U. S. Bureau of the Census, Washington, D. C.

States shown in heavy type have improved in 1960 compared with 1959, or showed no change.

Mileage Rate: The number of deaths per 100 million vehicle miles of travel.

(Figures in parenthesis following the 1960 mileage rate indicate the number of months for which the mileage rate is calculated for each state.)

	Months Reported	Deaths Identical Periods 1960	1959	1958	% Change 1959 to 1960	1958 to 1960	1960 Pop. Rate	1960 Mile. Rate	
TOTAL U.S.	7	20,540	20,350	19,413	+ 1%	+ 6%	21.2	5.0	(7)
Ala.	7	479	463	427	+ 3%	+ 12%	25.7	5.9	(5)
Alaska	7	17	12	14	+ 42%	+ 21%	15.2	—	—
Ariz.	7	**281**	**320**	**270**	**— 12%**	**+ 4%**	**39.1**	**7.1**	**(6)**
Ark.	7	**219**	**257**	**227**	**— 15%**	**— 4%**	**21.5**	**5.3**	**(6)**
Calif.	7	2,028	1,952	1,885	+ 4%	+ 8%	23.7	5.1	(5)
Colo.	7	232	223	204	+ 4%	+ 14%	23.7	3.9	(4)
Conn.	7	142	135	107	+ 5%	+ 33%	10.1	2.1	(6)
Del.	7	**44**	**46**	**43**	**— 4%**	**+ 2%**	**16.5**	**3.3**	**(6)**
D. of C.	7	47	35	31	+ 34%	+ 52%	9.6	3.5	(6)
Fla.	7	714	618	633	+ 16%	+ 13%	25.7	5.8	(6)
Ga.	7	572	534	492	+ 7%	+ 16%	25.5	5.9	(5)
Hawaii	6	51	44	—	+ 16%	—	15.5	—	—
Idaho	7	127	124	138	+ 2%	— 8%	32.8	6.6	(5)
Ill.	7	**862**	**937**	**950**	**— 8%**	**— 9%**	**14.5**	**3.7**	**(5)**
Ind.	7	589	564	507	+ 4%	+ 16%	21.8	4.6	(6)
Ia.	7	**301**	**354**	**301**	**— 15%**	**0%**	**18.4**	**3.9**	**(5)**
Kan.	7	**273**	**326**	**291**	**— 8%**	**— 6%**	**21.9**	**4.2**	**(5)**
Ky.	7	**399**	**427**	**411**	**— 7%**	**— 3%**	**21.9**	**6.4**	**(5)**
La.	7	477	363	471	+ 31%	+ 1%	25.8	7.5	(6)
Maine	7	81	72	85	+ 13%	— 5%	14.6	3.2	(6)
Md.	7	305	299	282	+ 2%	+ 8%	17.3	5.0	(5)
Mass.	7	301	293	320	+ 3%	— 6%	10.4	2.8	(4)
Mich.	7	782	720	670	+ 9%	+ 17%	16.8	4.1	(6)
Minn.	7	362	319	372	+ 13%	— 3%	18.2	3.6	(5)
Miss.	7	366	298	265	+ 23%	+ 38%	28.7	7.8	(6)
Mo.	7	552	485	499	+ 14%	+ 11%	22.3	5.0	(5)
Mont.	7	**120**	**129**	**96**	**— 7%**	**+ 25%**	**30.0**	**5.1**	**(5)**
Neb.	7	**135**	**179**	**180**	**— 25%**	**— 25%**	**15.9**	**3.4**	**(5)**
Nev.	7	**89**	**103**	**66**	**— 14%**	**+ 35%**	**54.6**	**7.9**	**(5)**
N. H.	7	**50**	**68**	**45**	**— 26%**	**+ 11%**	**14.5**	**3.7**	**(6)**
N. J.	7	427	407	410	+ 5%	+ 4%	12.3	2.9	(6)
N. M.	7	**219**	**255**	**193**	**— 14%**	**+ 13%**	**42.7**	**7.5**	**(6)**
N. Y.	7	**1,051**	**1,147**	**1,137**	**— 8%**	**— 8%**	**10.9**	**3.8**	**(5)**
N. C.	7	**629**	**640**	**522**	**— 2%**	**+ 20%**	**23.8**	**6.3**	**(6)**
N. D.	7	**83**	**94**	**85**	**— 12%**	**— 2%**	**22.1**	**7.3**	**(5)**
Ohio	7	1,051	908	957	+ 16%	+ 10%	18.6	4.6	(5)
Okla.	7	**342**	**360**	**363**	**— 5%**	**— 6%**	**25.7**	**4.2**	**(4)**
Ore.	7	**219**	**245**	**212**	**— 11%**	**+ 3%**	**21.2**	**4.4**	**(6)**
Pa.	7	888	874	858	+ 2%	+ 3%	13.6	3.6	(4)
R. I.	7	**32**	**47**	**41**	**— 32%**	**— 22%**	**6.3**	**1.7**	**(6)**
S. C.	7	390	338	297	+ 15%	+ 31%	27.6	7.6	(5)
S. D.	7	**107**	**110**	**128**	**— 3%**	**— 16%**	**26.6**	**4.5**	**(6)**
Tenn.	7	416	396	390	+ 5%	+ 7%	20.4	5.0	(4)
Tex.	7	**1,231**	**1,295**	**1,209**	**— 5%**	**+ 2%**	**22.2**	**4.5**	**(5)**
Utah	7	134	103	100	+ 30%	+ 34%	26.1	5.1	(4)
Vt.	7	**49**	**53**	**43**	**— 8%**	**+ 14%**	**22.6**	**4.4**	**(6)**
Va.	7	**427**	**462**	**446**	**— 8%**	**— 4%**	**18.3**	**4.4**	**(5)**
Wash.	7	291	285	294	+ 2%	— 1%	17.7	4.5	(5)
W. Va.	7	**186**	**232**	**179**	**— 20%**	**+ 4%**	**16.2**	**5.4**	**(5)**
Wis.	7	451	428	422	+ 5%	+ 7%	19.3	4.7	(5)
Wyo.	7	**91**	**91**	**77**	**0%**	**+ 18%**	**48.9**	**6.9**	**(6)**
P. R.‡	7	224	145	169	+ 54%	+ 33%	16.5	15.7	(5)
V. I.†	7	5	5	3	0%	+ 67%	33.3	—	—
CANADIAN PROVINCES									
Alta.	6	126	101	122	+ 25%	+ 3%	21.7	—	—
B. C.	5	96	89	88	+ 8%	+ 9%	15.5	—	—
Man.	6	**37**	**53**	**42**	**— 30%**	**— 12%**	**8.6**	**—**	**—**
Sask.	6	**51**	**57**	**57**	**— 11%**	**— 11%**	**11.6**	**—**	**—**

‡Commonwealth of Puerto Rico
†Virgin Islands

	Seven Months 1960	1959	1958	1960 Reg. Rate	1960 Pop. Rate
198. Antioch, Calif.	1	0	1	2.0	11.0
199. Collingswood, N. J.	1	1	1	2.0	9.5
200. Stevens Point, Wis.	**1**	**2**	**0**	**2.1**	**9.8**
201. La Grange, Ill.	1	0	0	2.1	11.6
202. De Kalb, Ill.	1	1	0	2.1	10.9
203. East Moline, Ill.	1	1	0	2.1	11.2
204. La Mesa, Calif.	2	1	0	2.1	14.6
205. Livermore, Calif.	1	0	0	2.2	13.6
206. Santa Paula, Calif.	1	0	1	2.2	14.0
207. Vernon, Tex.	**1**	**2**	**0**	**2.2**	**13.5**
208. Attleboro, Mass.	**1**	**4**	**2**	**2.2**	**6.9**
209. Salinas, Calif.	2	0	2	2.2	16.3
210. Highland Park, Tex.	1	0	1	2.2	14.0
211. Norfolk, Neb.	1	0	0	2.2	13.5
212. Wethersfield, Conn.	1	0	1	2.2	10.0
213. Needham, Mass.	1	1	2	2.3	7.9
214. The Dalles, Ore.	1	1	0	2.3	15.1
215. Port Angeles, Wash.	1	0	0	2.3	14.6
216. Garden City, Kan.	1	0	0	2.3	15.7
217. Shelton, Conn.	1	0	5	2.3	10.3
218. Hanford, Calif.	1	0	0	2.3	17.1
219. North Adams, Mass.	**1**	**2**	**0**	**2.3**	**8.0**
220. Ponca City, Okla.	2	0	0	2.4	14.8
221. Ansonia, Conn.	1	1	0	2.4	8.7
222. Lexington, N. C.	1	0	3	2.4	11.9
223. Marshfield, Wis.	1	0	4	2.4	12.6
224. Coronado, Calif.	**1**	**3**	**4**	**2.5**	**9.1**
225. St. Joseph, Mich.	1	0	0	2.5	13.1
226. Millbrae, Calif.	1	0	1	2.5	10.8
227. Atchison, Kan.	1	1	1	2.5	13.4
228. Gardner, Mass.	1	0	2	2.6	8.5
229. Plymouth, Mich.	1	0	0	2.7	15.7
230. Adrian, Mich.	2	0	1	2.7	14.3
231. Central Falls, R. I.	1	0	0	2.8	7.2
232. Kingsport, Tenn.	2	0	0	2.9	14.0
233. Winchester, Conn.	1	1	1	2.9	14.4
234. Red Wing, Minn.	1	0	0	2.9	15.1
235. River Forest, Ill.	1	1	0	3.0	15.8
236 River Rouge, Mich.	**1**	**3**	**0**	**3.0**	**8.0**
237. East Haven, Conn.	2	0	0	3.0	18.2
238. Dyersburg, Tenn.	**1**	**3**	**1**	**3.2**	**15.7**
239. Maumee, Ohio	1	0	0	3.3	16.8
240. Stoughton, Mass.	1	0	2	3.3	12.4
241. Milford, Mass.	1	1	0	3.3	11.0
242. Westlake, Ohio	1	1	1	3.3	16.0
243. Auburn, Mass.	1	0	0	3.4	13.8
244. Ridgefield Pk., N. J.	1	0	0	3.5	12.2
245. La Salle, Ill.	1	0	0	3.6	14.1
246. Augusta, Maine	2	2	5	3.7	13.8
247. Beacon, N. Y.	1	0	1	3.7	11.4
248. Berkley, Mich.	2	2	0	3.7	14.9
249. Woodland, Calif.	2	1	0	4.0	29.6
250. Bell, Calif.	3	1	0	4.1	27.9
251. Niles, Ohio	**2**	**3**	**0**	**4.2**	**17.6**
252. Goshen, Ind.	2	1	0	4.3	26.0
253. Bristol, Va.	2	0	0	4.4	19.2
254. Naugatuck, Conn.	**2**	**3**	**0**	**4.4**	**17.5**
255. Westminster, Calif.	**2**	**9**	**0**	**4.6**	**21.4**
256. Sault Ste. Marie, Mich.	2	1	2	4.6	17.4
257. W. Springfield, Mass.	**3**	**4**	**3**	**4.7**	**22.4**
258. Watertown, Wis.	2	0	1	4.7	26.4
259. Rye, N. Y.	2	1	0	4.8	24.7
260. Victoria, Tex.	4	0	0	4.8	30.6
261. Monterey, Calif.	3	0	1	4.9	23.6
262. Escanaba, Mich.	2	0	0	5.0	22.6
263. Cedar Falls, Iowa	3	0	0	5.2	28.7
264. Albion, Mich.	2	0	0	5.4	28.6
265. Southington, Conn.	2	0	1	5.6	20.3
266. Leominster, Mass.	3	1	1	5.6	20.7
267. Windsor, Conn.	2	2	0	5.8	20.5
268. Ocala, Fla.	4	0	2	5.8	48.0
269. Dover, Ohio	2	0	2	5.8	31.8
270. Circleville, Ohio	2	0	0	5.9	32.7
271. Homewood, Ala.	2	1	1	6.0	19.1
272. Windham, Conn.	2	0	3	6.2	18.7
273. Two Rivers, Wis.	2	1	0	6.3	29.8
274. Ecorse, Mich.	2	0	0	6.4	18.5
275. Pompano Beach, Fla.	3	0	0	6.6	42.8
276. Fort Thomas, Ky.	2	0	1	6.6	19.9
277. W. Lafayette, Ind.	**2**	**3**	**1**	**6.6**	**26.2**
278. Griffin, Ga.	3	0	0	7.2	36.7
279. Brawley, Calif.	3	0	2	7.6	38.4
280. Ashland, Wis.	2	0	1	8.0	32.4
281. Goldsboro, N. C.	5	3	2	8.1	39.9
282. Yuma, Ariz.	5	0	0	8.5	67.5
283. North Chicago, Ill.	3	1	3	9.7	28.6
284. Hays, Kan.	4	0	0	10.6	68.6
285. Derby, Conn.	3	0	1	10.7	46.3
286. Rolling Meadows, Ill.	2	0	0	11.0	32.7
287. Bloomington, Minn.	6	0	4	12.8	81.6
288. Reidsville, N. C.	6	0	0	17.9	87.9
289. Darien, Conn.	9	2	0	19.5	98.3
CANADIAN CITIES					
Toronto, Ont.	59	43	76	—	6.8
Hamilton, Ont.	13	12	12	—	9.2
Montreal, Que.	60	59	54	—	9.3

MOTOR VEHICLE DEATHS AND INJURIES BY STATES 1960 and 1959

Forty-three states and the District of Columbia have reported their death and injury experience for one to six months of 1960.

The table below shows all of the injury data reported by each state, but little information is available on precisely what injuries are included in each state's tabulation.

Differences in the ratio of injuries to deaths probably reflect primarily differences in the extent to which all injuries are reported. Other factors are undoubtedly involved, such as: (1) a few states omit some or all of the injuries in urban accidents; (2) there are large differences between states in the proportion of travel which is in urban area (the injury-death ratio for urban accidents is about four times the ratio for rural accidents).

The question of what injuries are being reported applies with equal force to the per cent change in injuries from 1959 to 1960. Any tightening up of police administration, any emphasis on "get all the injuries" is almost certain to bring about an increase in reported injuries, but probably only in minor ones. Similarly, instructions to "skip the scratches" probably would result in a decrease in recorded cases in many states. Introduction of financial responsibility laws has been observed to increase reported injuries sharply. Even the public's increased claims-consciousness is regarded by many people as an element in the growing number of injuries reported. With such factors operating to destroy comparability, indicated changes in the number of injuries should not be considered as reliable.

	Months Reported	Deaths†† 1960	1959	Injuries†† 1960	1959	% Change 1959 to 1960 Deaths	Injuries	1960 Ratio of Injuries to Deaths
TOTAL U.S.	**	12,196#	12,019#	491,424	466,452	+ 1#	+ 5	40
Ala.	6	400	401	2,295†	2,207†	— *	+ 4	6
Ariz.								
Ark.	6	178	208	1,717	1,597	— 14	+ 8	10
Calif.	5	1,409	1,387	59,723	56,770	+ 2	+ 5	42
Colo.								
Conn.	3	53	53	5,361	4,969	0	+ 8	101
Del.	6	35	35	1,244	1,279	0	— 3	36
D. of C.	6	43	33	3,852	3,747	+ 30	+ 3	90
Fla.	6	614	532	23,100	20,722	+ 15	+ 11	38
Ga.	6	466	451	9,244	8,368	+ 3	+ 10	20
Idaho	6	105	101	2,171	2,378	+ 4		
Ill.	5	579	622	37,392	37,758	— 7	— 1	65
Ind.	1	80	76	2,621	2,775	+ 5	— 6	33
Iowa								
Kan.	2	54	70	2,302	2,207	— 23	+ 4	43
Ky.	6	340	350	7,153	7,225	— 3	— 1	21
La.	6	405	309	3,911†	4,056†	+ 31	— 4	10
Me.	6	60	62	2,948	2,703	— 3	+ 9	49
Md.	6	269	250	12,262	10,004	+ 8	+ 23	46
Mass.								
Mich.	6	626	575	40,301	26,873	+ 9	+ 50	64
Minn.	6	274	273	13,018	12,413	+ *	+ 5	48
Miss.	6	308	239	3,781	3,365	+ 29	+ 12	12
Mo.	6	451	401	5,740	5,339	+ 12	+ 8	13
Mont.	4	44	46	1,057	755	— 4	+ 40	24
Neb.	4	62	86	3,196	2,854	— 28	+ 12	52
Nev.								
N. H.	6	42	61	2,741	2,631	— 31	+ 4	65
N. J.	3	154	165	15,342	13,675	— 7	+ 12	100
N. M.	5	157	160	2,352	1,953	— 2	+ 20	15
N. Y.	3	385	438	60,830	61,675	— 12	— 1	158
N. C.	6	540	544	12,167	10,988	— 1	+ 11	23
N. D.	3	20	25	425	501	— 20	— 15	21
Ohio	6	859	753	37,674	35,524	+ 14	+ 6	44
Okla.	1	41	41	1,308	1,190	0	+ 10	32
Ore.	6	168	202	7,952	9,435	— 17	— 16	47
Pa.	4	444	485	27,023	26,935	— 8	+ *	61
R. I.	3	13	19	2,277	2,014	— 32	+ 13	175
S. C.	5	276	229	4,822	3,647	+ 21	+ 32	17
S. D.	4	43	54	957	—	— 20	—	22
Tenn.	6	356	326	9,637	7,562	+ 9	+ 27	27
Tex.	6	1,010	1,097	28,139	34,866	— 8	— 19	28
Utah	4	62	43	2,564	1,612	+ 44	+ 59	41
Vt.	6	33	42	1,231	1,433	— 21	— 14	37
Va.	3	147	179	5,385	5,285	— 18	+ 2	37
Wash.	5	203	196	11,408	11,403	+ 4	+ *	56
W. Va.	6	152	203	3,374	3,604	— 25	— 6	22
Wis.	4	211	192	9,043	9,186	+ 10	— 2	43
Wyo.	6	68	59	1,341	969	+ 15	+ 38	20
P. R.‡	5	152	107	5,272	4,717	+ 42	+ 12	35
V. I.¶	5	3	3	93	65	0	+ 43	31

†Rural injuries only.

††All figures are preliminary. To insure proper comparisons, 1959 figures cover the same reporting period as those for 1960.

*Less than .5%.

**Death and injury totals cover reports for all months indicated in this column.

#Death totals and changes differ from national figures because those shown here are based on the states and months for which injury data are reported.

‡Commonwealth of Puerto Rico.

¶Virgin Islands.

THE SAFETY LIBRARY

By Lois Zearing, Librarian, NSC

Accidents

Chicago's Accident Experience on Arterials and Expressways. Irving Hoch. *Traffic Quarterly*. July, 1960. p. 340-362.

(This was a research project of the Chicago Transportation Study.)

Accident Study to Sift Road Design, Controls. *Automotive News*. August 1, 1960. p. 16.

(Automotive Safety Foundation will direct study of the effects of traffic control measures and roadway design on traffic accidents.)

Annual Accident Cost Put at $93 per Car. *Automotive News*. July 11, 1960. p. 41.

How to Cut the Highway Toll in Half in the Next Ten Years. Irwin D. J. Bross. *Public Health Reports*. July, 1960. p. 573-581.

(This paper is presented in question and answer form with the express purpose of improving communication with the general reader and of giving a broad picture of the current highway accident situation unobscured by too much detail.)

Injury to the Liver in Automobile Accidents. Harry Perelman and Harold R. Sherwood. *Journal of the American Medical Association*. July 2, 1960. p. 117-118.

Medical Aspects of Motor Vehicle Accident Prevention. Harold Brandaleone and Seward E. Miller. *Journal of Occupational Medicine*. July, 1960. p. 330-333.

A Symposium on Traffic Accident Costs. *Public Roads*. June, 1960. p. 33-50, 52.

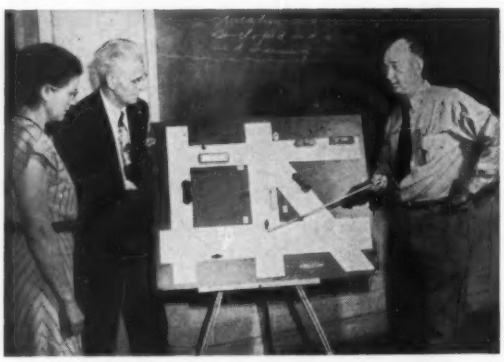
The Economic Cost of Traffic Accidents in Relation to Human Elements. Robie Dunman. p. 34-38.

The Economic Cost of Traffic Accidents in Relation to the Highway Systems, Bernard B. Twombly. p. 39-43, 52.

The Economic Cost of Traffic Accidents in Relation to the Vehicle. James F. McCarthy. p. 44-48.

The Economic Cost of Traffic Accidents in Relation to Highway Planning and a Comparison of Accident Costs in Utah and Massachusetts. J. E. Johnston. p. 49-50.

These articles give the major findings of motor vehicle accident studies conducted in Massachusetts and Utah.



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Circle Item No. 5—Reader Service Card

Commercial Vehicles

California Smog Laws Mean Equipment Snags for Fleetmen. *Fleet Owner*. July, 1960. p. 73-76, 78, 80, 82, 84.

(A rundown on the law and on devices planned to cope with smog.)

If You're a New Safety Man, Here's How to Break the Ice. John A. De Pew. *Commercial Car Journal*. July, 1960. p. 110-111, 164, 166, 168.

Driver Education

Instructor's Outline for Safe Winter Driving. For use in high school and adult driver education and in driver-improvement programs. 1960. 30pp. American Automobile Association Foundation, Washington 6, D. C.

(Supplement to Teacher's Manual for "Sportsmanlike Driving.")

Policies and Practices for Driver Education. 1960. 84pp. National Education Association, 1201 Sixteenth St., N. W., Washington 6, D. C. Price $1.00.

(This report of the Third National Conference on Driver Education is recommended as essential source material in both pre-service and in-service programs for teachers of driver education. It is also recommended for study by persons interested in enhancing the quality of driver education through raising the professional level of those who teach it.)

Status of Driver Education in the United States. Norman Key. 1960. 76pp. National Commission on Safety Education, National Education Association, 1201 Sixteenth St., N. W., Washington 6, D. C. Price $2.00.

(A study of courses as described by state and local school systems based primarily on a questionnaire survey.)

Drivers and Driving

Be a Welcome Guest When You're an Out-of-State Driver. *American Youth*. July-August, 1960. p. 12-13.

National Jaycee Safe Driving Road-e-o Reaches Half Million Teen-agers. Roger Reid. *Police*. July-August, 1960. p. 65-67.

How Fast Is Too Fast? Mauri Rose. *American Youth*. July-August, 1960. p. 12-13.

Turning Violations. *Traffic Digest & Review*. July, 1960. p. 8-12, 29-40.

Enforcement

Selective Enforcement. A. T. Brown. *Traffic Digest and Review*. July, 1960. p. 16-19.

(Faced with increasing accidents and limited manpower, the South Carolina Highway Patrol solved their problem by selective enforcement.)

Highways

Evaluating Freeway Performance in Los Angeles. Paul T. McElhiney. *Traffic Quarterly*. July, 1960. p. 296-312.

(The injury accident rate for the freeways of Los Angeles is less than half that of the surface streets, and the fatality rates for both are less than half what they were in any year preceding 1947. Indications are that expansion of the system to the extent

contemplated for 1980 will fully achieve the goals of capacity, speed, and safety for which the early planners hoped.)

Life Saving Islands. Ralph R. Bartelsmeyer. *Traffic Digest and Review.* July, 1960. p. 5-7.

(Describes the use of channelization at junctions of major rural highways in Illinois.)

Moral Aspects

Highway Morality. *America.* July 16, 1960. p. 447.

(Catholic Bishop gives severe warning to careless drivers.)

Programs

Driver Licensing and Highway Safety in North Carolina. Elton R. Peele and Joseph Hennessee. *Popular Government.* May-June, 1960. p. 6-10.

Traffic Safety in the Nation's Capital Moves Steadily Ahead. Anthony L. Ellison. *Traffic Quarterly.* July, 1960. p. 385-396.

Washington's Fine Emergency Plans—And How They Work. William Xanten. *Street Engineering.* July, 1960. p. 23-25.

Public Employes

Utah Safety Program Carried to All Highway Employes. *Better Roads.* May, 1960. p. 30-31.

School Buses

Minimum Standards for School Buses. 1959 Revised Edition. 1960. 55pp. National Education Association, 1201 Sixteenth Street, N. W., Washington 6, D. C. Price $1.00.

(This report presents the minimum standards for all types of school buses, as modified by the 1959 Conference.)

Signs and Signals

The Problem of the Amber Signal Light in Traffic Flow. Denos Gazes and others. *Traffic Engineering.* July, 1960. p. 19-26, 53.

(A theoretical analysis and observations of the behavior of motorists confronted by an amber signal light.)

ADDRESSES OF MAGAZINES MENTIONED

America
70 E. 45th St.
New York 17, N. Y.

American Youth
General Motors Bldg.
Detroit 2, Mich.

Automotive News
2666 Penobscot Bldg.
Detroit 26, Mich.

Better Roads
173 W. Madison St.
Chicago, Ill.

Commercial Car Journal
Chestnut & 56th Sts.
Philadelphia, Pa.

Fleet Owner
330 W. 42nd St.
New York, N. Y.

Journal of Occupational Medicine
28 E. Jackson Blvd.
Chicago 4, Ill.

Journal of the American Medical Assn.
535 N. Dearborn St.
Chicago 10, Ill.

Police
301-327 E. Lawrence Ave.
Springfield, Ill.

Popular Government
University of North Carolina
Chapel Hill, N. C.

Public Health Reports
Public Health Service
Washington 25, D. C.

Public Roads
U. S. Bureau of Public Roads
Washington, D. C.

Street Engineering
22 W. Maple St.
Chicago 10, Ill.

Traffic Digest and Review
Northwestern University
1804 Hinman Ave.
Evanston, Ill.

Traffic Engineering
2029 K. St., N. W.
Washington 6, D. C.

Traffic Quarterly
Eno Foundation
Saugatuck, Conn.

Distance Lends Enchantment

A picture of Chicago's Monroe St. parking lot appeared in a recent issue of a French publication under the caption: "Parking Paradise" (in French, "Au Paradis du Stationnement").

The accompanying story described Chicago's parking facilities in these glowing terms: "In the United States there are 70,000,000 motor vehicles, 70,000,000 autos which move but which also have to stop. Here is a reassuring sight—an example of sane traffic handling. The picture shows a section of Chicago. The automobile fits into a modern skyscraper landscape; at the foot of the house or office—parking."

The Paris parking situation is dealt with more critically:

"In Paris, the parking is infernal. . . . We need underground parking and garages of several stories. Of course, that costs money but automobiles pay heavily for the privilege of traveling, also of stopping. . . ."

Somebody lives, because somebody else had a

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You never know when you'll need a STEPHENSON MINUTEMAN — today, tomorrow, next month. Better assume you'll *always* need it, even though you may *never* use it. Regard it as 28 pounds* of prevention, worth tons of regret.
Although it is compact, 24½"x8¾"x7¾", the instrument combines the functions of resuscitator, inhalator and aspirator. With an extra Midget attachment it will resuscitate 2 patients and aspirate a third simultaneously. Pressures are adjustable from Adult to Infant, with manual override when needed. Easily regulated to mixtures from 100% oxygen to 50% oxygen, 50% nitrogen from the air.

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Circle Item No. 6—Reader Service Card

Kiwanis

From Page 24

done with the safety patrols over these many years. To most Memphians the name Kiwanis and safety patrols are almost synonymous.

Since this is a report on the part played in safety by the Kiwanis Club it would not be fair to skip the annual "Safety Hit Parade," a special school safety program sponsored by Kiwanis with WKNO-TV.

Each fall school children throughout the city are invited to enter a safety cartoon or safety quiz contest, with winners appearing on three weekly Safety Hit Parade programs, together with top entertainers and TV personalities. This series is usually scheduled during the annual Mid-South Fair, with personalities such as the Cisco Kid, Roy Rogers, and Elvis Presley appearing on the program with parade winners. The Kiwanis Club furnishes the prizes, a glittering array of bikes, cameras, radios, and other valuable articles.

During the summer the Kiwanis Club has also sponsored, almost yearly, other safety contests in cooperation with the Memphis Park Commission.

And then there are the Safety Monitors, wearing caps and badges provided by Kiwanis, who patrol the school buildings and playgrounds looking for hazards and watching for children who may be playing dangerous games.

The monitors are rewarded by being invited to those big movie and ice cream parties and are also given certificates and awards for top performance. They attend all safety meetings for the patrols, which are held in the school with the Kiwanis sponsor and the faculty advisor on a weekly or "several times a month" basis.

It is the practice in Memphis to use girls as monitors. In many communities the schools use both boys and girls. Similarly, the Memphis street patrols are composed of boys, while in many other communities the patrols include both boys and girls.

In cooperation with the police department, the Kiwanis Club currently has in production a 30 minute training film on the safety patrol program. Half the film is aimed at the members, to show them how a top patrol team operates. Stars of this part of the film are the members of the Grahamwood School Patrol, grand sweepstakes winner for 1959-60.

The other half of the film is aimed at adults, at prospective sponsors and faculty advisors or at officials, and civic groups in other cities, who may be interested in organizing a safety patrol program or taking part in one.

The film with sound track, will be designed so that it can be shown in 15 minute sections, to patrols or adults, separately, or as a whole. The film will be made available to other civic groups, either local or in other cities.

These, then, are the many fingers the Kiwanis Club of Memphis has in the school safety picture. But when it is all said and done, it is the safety patrols that claim first love.

"There is hardly a Kiwanian alive who can drive around the city without passing, sooner or later, a school where he once served, or is now serving, as safety patrol sponsor. It is something to fill you with pride, to be able to say and feel 'This is my school.' I am certainly proud of what Kiwanis has done for the children of our community and the part I was allowed to play in it," said Parrish Taylor, cement executive, who is a vice president of the Memphis-Shelby County Safety Council and who served as Kiwanis Safety Chairman for the years 1958-59.

And then there is a little story, a true story, told by a Memphis woman who started to cross the street near a school one day and saw a seven year old child patiently standing on the curb, waiting.

"May I help you across?" the lady asked the child.

"No, Ma'am, I'll wait for the safety patrol," replied the moppet.

The National Safety Council policy in regard to school safety patrols is stated in the following publications: *To and From School — how much protection? how much education?* and *Policies and Practices for School Safety Patrols.*

NOW--EXTENDED RECORDINGS
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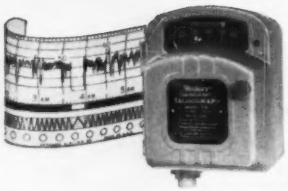
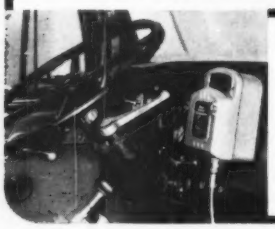


This new model Tachograph permanently records truck operation, on roll-type charts, designed for 8, 15, or a maximum of 31 days.
Mounted on the dash of the truck, this recording speedometer makes a graphic record of truck's operation. It indicates truck stationary time with engine on,—with engine off; duration of stops; speeds and distances traveled.
Data helps you plan better routing, curtail wasted time, cut costs, and helps make drivers safety conscious . . . For details, mail the coupon.



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Circle Item No. 7—Reader Service Card

NEW... SAFETY EQUIPMENT

Publication of product announcements in this section should not be construed as endorsement or approval by the National Safety Council.

Infrared Traffic Detector

An infrared traffic detector designed for quick installation and easy mobility offers wide flexibility to traffic engineers and law enforcement officials in studying and controlling traffic. It can be connected with all types of existing traffic control boxes and central computers to actuate semaphores in accordance with traffic flow.

Infrared techniques make the device highly accurate, foolproof, and able to detect and count cars traveling up to 80 miles an hour.

The detector can be installed without excavating pavement, and special mast arms are not required.

The detector can be mounted on utility poles, sides of buildings, or any other convenient locations up to 50 feet from the roadway. It is positioned so that an infra-red beam projects downward onto the traffic lane or lanes. The beam is reflected from the pavement back into a receiver lens. When vehicles break the beam, they are detected and counted.

Minneapolis-Honeywell Heiland Div., 5200 E. Evans Ave., Denver 22, Colo. (Item 41)

Traffic Markers

These traffic lane markers are "Mushrooms" made of colorful synthetic rubber.

They will not bend wheel rims or damage tires when struck by cars and trucks. The mushrooms actually "give" when hit, and do not chip, crack, corrode or tear loose.

The markers do not require painting, as the color is an inherent part of the rubber compound from which the mushrooms are made.

They may be used in parking lots, stations, and various other places where traffic flow is required. The chrome yellow mushrooms are molded from Plioflex synthetic rubber toughened with Pliolite S-6E, a rubber reinforcing resin, and protected against weathering and discoloration by Wingstay S, a non-staining antioxidant.

Installation is made by fastening to a paved surface with a metal spike or expansion bolt with a recessed washer through the center, or with an epoxy resin adhesive.

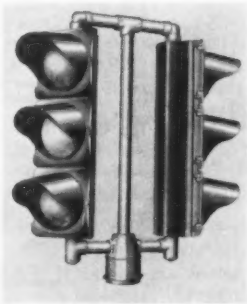
Goodyear Tire & Rubber Co., Akron, Ohio (Item 42)

Electronic Siren

The Penetrator "Voice of Safety" provides a siren, public address or radio amplification, or whatever type of communication an emergency situation or rescue operation requires. No warm-up time is required, and the compact transistorized unit gives police cruisers, sheriff and state highway patrol cars, fire department trucks, and all safety vehicles complete, modern communication versatility.

The Penetrator "beams" 90 per cent of its sound directly ahead and to the sides of the vehicle. Traffic is effectively cleared, and pedestrians alerted without causing unnecessary disturbance in adjacent areas.

Fyr-Fyter Co., 221 Crane St., Dayton 2, Ohio (Item 43)



Traffic Signal

M-3 Traffic Signals have self-contained unit sections, making it easy to replace part of a signal. The one-piece reflector assemblies snap out of the signal. The hoods are supplied with four bayonet slots to provide quick and easy installation and replacement. Removable stainless steel hinge pins on the door are easily replaced, and a cadmium plated forged bronze bolt on the door latch provides great strength.

An improved lens provides better light distribution. The high polish Alsak aluminum reflector reduces weight and eliminates sun phantom. Locking rings are standard on all faces for permanent positioning.

The durable chassis is not harmed by weather, as stainless, bronze and aluminum are used in all vulnerable spots.

Crouse-Hinds Co., Syracuse 1, N. Y. (Item 44)

Ghost Beacon

The Ghost Beacon is a light weight, rugged extension beacon mounted and concealed within law enforcement vehicles. The red beacon light revolves above the car roof, visual at 360°.

It is instantly available as an emergency signal and identifies an unmarked vehicle as a law enforcement car. It extends or retracts from within the vehicle, and is located in the left front fender.

It is sold only for use by local, state and federal agencies.

The beacon extends or retracts at a touch of the hand lever. The device is equipped with a heater coil, and will not ice up in inclement weather. It withstands all climatic and operational conditions, and may be moved from one vehicle to another and it fits any vehicle or boat.

Ghost Beacon Corp., 615 South West 2nd Ave., Miami 36, Fla. (Item 45)

For More Information—Circle Item on the Reader Service Postcard

SAFETY PRODUCT LITERATURE

Driver Education

Ford Motor Company has introduced three new films in their driver education series. "City Driving" deals with driving techniques in the heavy traffic of metropolitan areas; "Highway Driving" pertains to high-speed travel on modern highways and "Driving Under Special Conditions" covers such hazards as darkness and fog, wet and slippery pavements.

For more details circle No. 81 on enclosed return postal card.

Aerial Ladders

Designed to bring efficiency, safety and economy to overhead jobs such as tree trimming, traffic signal and street light maintenance. Description and application information is available from McCabe Powers Body Co., 5900 N. Broadway, St. Louis 15, Mo.

For more details circle No. 82 on enclosed return postal card.

Custom-Built Ambulance

Custom-built on a Ford station wagon, featuring spacious door opening and loading area, extra-large rear compartments. Accommodates three patients and attendant. Balanced body weight for easy maneuverability. Shop of Siebert Associates, Inc., Waterville, Ohio.

For more details circle No. 83 on enclosed return postal card.

Better Traffic Line Markings

Traffic paint bonds to pavement better, with greater longevity and visibility, when the pavement is precleaned. Descriptive literature is available on a new self-propelled, high-speed sweeper-blower unit, which is reported to save the services of one operator and two pieces of equipment. Topeka Hiway Mower, Inc., 632 E. 7th St., P. O. Box 720, Topeka, Kans.

For more details circle No. 84 on enclosed return postal card.

Pavement Markers

Released by Trafficaide Corp., Auburn, N. Y., this folder describes their 4-way reflective specialized pavement markers. Made of specially compounded vinyl, tapered and precoated for lifetime bonding to pavement. Included are directional arrows; crosswalks; lane, parking or car limits; letters, word and numerals.

For more details circle No. 85 on enclosed return postal card.

Street Light Controls

Available from Sunswitch Div., Ripley Co., Inc., Middletown, Conn., information on a tubeless photoelectric street lighting control (Model 5940) that is said to solve the "flashover" problems and conforms with EEI-NEMA standards.

For more details circle No. 86 on enclosed return postal card.

Heavy-Duty Snow Plows

Reversible, one-way, V, and rigid plows engineered to provide safe, speedy removal of snow at low cost and to operate smoothly and efficiently under adverse conditions. Literature available from Good Roads Machinery Corp., Minerva, Ohio.

For more details circle No. 87 on enclosed return postal card.

Low-Cost Fluorescent Luminaire

Sterner Industries, Inc., Winsted 1, Minn., has complete information on its high-mounted, high power, glare-free Regal-Lite fluorescent luminaire, which can be serviced from ground level. Designed for illumination of parking areas, shopping centers, pedestrian plazas, swimming pools.

For more details circle No. 88 on enclosed return postal card.

Traffic Signs

This catalog describes and illustrates the complete line of traffic control and parking signs available from Grimm Stamp & Badge Co., 8105 Rosalie, St. Louis 17, Mo. Die-embossed on zinc coated steel with over 200 wordings in stock.

For more details circle No. 89 on enclosed return postal card.

Ice Control

Illustrated Bulletin A-408-B gives full particulars on salt, sand and cinder spreaders that will increase efficiency and bring low cost performance to ice control operations. Baughman Mfg. Co., 307 Shipman Rd., Jerseyville, Ill.

For more details circle No. 90 on enclosed return postal card.

Sweeper Brooms

Rynal Corp., 114 St. Joseph St., Arcadia, Calif. has literature on their prefabricated Radaz street sweeper brooms which eliminates the need for buying cores. Balanced and uniform throughout and grouped in tufts for greater stiffness and improved sweeping efficiency giving you more sweeping miles per dollar.

For more details circle No. 91 on enclosed return postal card.

Enamels for Highway Signs

Detailed information is available from National Lead Co., 111 Broadway, New York 6, N. Y., describing a new type of enamel which combines in a single coat rust inhibition, durability and color retention. Available in all colors normally used in highway sign painting.

For more details circle No. 92 on enclosed return postal card.

Aluminum Lighting Standards

Kerrigan Iron Works Co., Nashville, Tenn., reports that its full data catalog for its new line of seamless round tapered aluminum lighting standards for street, highway, and area lighting is now available.

For more details circle No. 93 on enclosed return postal card.

Traffic Controllers

A complete line of vehicle-actuated traffic control equipment featuring semi-vehicle-actuated and fully-actuated controllers is offered by Crouse-Hinds Co., Syracuse 1, N. Y. Designed to provide flexibility, each controller is wired to accommodate a variety of accessory units, to keep pace with changing needs.

For more details circle No. 94 on enclosed return postal card.

Lighting Control

Tork Time Controls, Inc., 1 Grove St., Mount Vernon, N. Y. announced a new 55-ampere, 7-day time switch which can handle the heaviest lighting loads and assure automatic control of schedule in the event of power failures. Individual lighting schedules for each day of the week can be set on the 7-day dial.

For more details circle No. 95 on enclosed return postal card.

Street Signs

Combining the life-time permanence of porcelain and glass with the strength of 18-gauge steel these reflectorized street name signs are readable around the clock, durable, fadeproof and weatherproof. California Metal Enameling Co., 6904 E. Slauson Ave., Los Angeles 22, Calif.

For more details circle No. 96 on enclosed return postal card.

Snow Plows

The Wausau Iron Works, Wausau, Wis. has literature and information on their complete line of snow removal equipment. One of the items described is the Expressway, a high-speed power reversible blade blow. Designed to meet the demands of expressway, toll road and airport plowing.

For more details circle No. 97 on enclosed return postal card.

Flasher Converter

For use on flasher lights made obsolete by state highway requirements demanding 30 per cent dwell time. Available from Pacific Mercury, 13232 Leadwell, North Hollywood, California, a transistorized, incandescent flasher circuit in a cylindrical plastic container, unit WC-5-30, is said to fit all makes of flasher lights with just four wires to connect. The converter meets state highway requirements now in effect in some states which demands more "on" time for flasher warning lights.

For more details circle No. 98 on enclosed return postal card.

Traffic Signals

Traffic Signals, Inc., P. O. Box 1303, 222 Beach St., Shreveport, La. has a new line of traffic signals and beacons which are said to have unusual adjustability and interchangeability. Precise 360 deg. adjustability is obtained through the use of Tri-Stud mountings between sections and on mounting brackets. Each section is interchangeable and can be mixed or matched as desired. Particular attention has been given to areas of beam direction and pattern of the light beam to increase the distance of signal legibility.

For more details circle No. 99 on enclosed return postal card.

Drugs and the Driver

From Page 15

tal apprehension. They are often used in hypertensive cases (high blood pressure). The effect is largely on the attitude and outlook. But in larger doses, or together with other drugs or alcohol, more potent effects are noted that involve greater sedation to the stage of dizziness and drowsiness. It is apparent then, that the tranquilizers, too, present a danger where the driver is concerned, involving his critical reflexes and mental powers.

Perhaps the most often mentioned compound of this group is Meprobamate, also known as Miltown and Equanil, but a number of others are widely used, including Valmid, Parsidol and Reserpine.

Anti-histamines

This family of synthetic drugs first gained popularity as a treatment for symptoms of the common cold. It is rather well established now that they have little if any effect on the course or symptoms of a cold. However, various compounds of this group have been found to be rather effective in the control of allergies and the attending symptomatic discomfort.

They are rather potent substances that act chiefly by sedation, causing inattention, confusion, and drowsiness. To quote from a well known text on pharmacology by Sollman: "This confusional state would dispose toward accidents in operating automobiles and other machinery."

Allergies have been identified as quite common and responsible for many conditions heretofore termed as specific disease entities. They constitute a large fraction of medical practice and the antihistamines form a major part of the corrective regimen. Such widespread use naturally presents the danger of a driver under the effects of an anti-histamine drug. To enhance this danger, these drugs are known to have erratic and unpredictable effects on many persons, so that the unsuspecting driver may be caught unaware. Caution should be a watchword regarding their use.

Although many compounds and trade names are common to the drug trade, we might mention a few of the more common anti-histamines such as Benadryl, Dramamine (for motion sickness), Pyribenzamine, Pryilamine, and Phenergan.

Amphetamines

Though not related in their action to the sedative type drugs thus far discussed, the amphetamines deserve some attention since they are often encountered among drugs appearing in the traffic problem. Of this group, benzedrine is the most common, with other closely related compounds frequently making their appearance because of similar effects. Since the free base, benzedrine, is volatile and acts as a decongestant in nasal membranes, it found considerable use in certain inhalers. Related compounds find use in the control of obesity, and in relief from fatigue and drowsiness.

Tablets and capsules containing this drug are often illicitly sold and find ready demand from truck drivers and others trying to avoid fatigue. Benzedrine compounds are also among the more common drugs much in demand by our prison population, and thereby present another specialized enforcement problem.

In addition to the action of relieving drowsiness and fatigue, the amphetamines obscure nature's danger signals of fatigue. The daily wear and tear on the human body necessitates repair through sleep and there is no substitute for the repair brought by rest and sleep. And though benzedrine relieves drowsiness and fatigue, it does not provide the needed body repair, but only relieves the uncomfortable symptoms of the fatigue to permit delay of needed sleep. The drug tends to increase mental alertness and facilitates the flow of thought, but at the *expense of concentration.*

A fictitious sense of self confidence and well being is common, and therein lies the same danger as in the case of a driver in the earlier stages of alcoholic influence.

Much of the danger from the use of the amphetamines by drivers stems from excessive use where sleep is postponed by days rather than hours. Traffic officers report such descriptions as "asleep with eyes open," and little or no response to questions or other stimuli. Obviously, such persons have forced themselves to a state of physical exhaustion. But long before this extreme, like the effects of alcohol, the decreased attention to the process of driving renders the user less capable since his normal abilities are impaired. It is this criterion that renders the use of any drug a danger by impairing that driving ability which we would otherwise normally possess.

So many of the drugs in common use today are of the sedative types here described, while many others have such effect as a side reaction, that it can be stated as a general safety measure, namely, that danger lies in the use of drugs by the driver in modern traffic. The use of drugs holds much the same concern as the use of alcohol, since driver impairment is the common consequence. The traffic problem requires laws designed to cope with the drugged driver as well as the drinking driver.

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Seat Belts

From Page 33

involved other drivers within the company or industry.

Finch: According to the report, there is one particular area where our educational material is not reaching home. I'm referring to using belts in low speed, multi-stop urban operations. Our educational material points out that most fatal accidents occur within 25 miles of the victims' homes, and that more than half of the fatal accidents occur when vehicles travel at speeds under 40 miles per hour. We should be able to convince drivers that belts are necessary even if the speed of their vehicles is around 10 m.p.h.

Benson: I agree, and, even further, the belts aren't as big a nuisance as some people think they are in getting in and out of a vehicle. It sounds like more of an excuse than a good reason for not having belts. From indications in the returns of 394 fleets, 33.3 per cent (131) said their drivers use the belts most of the time, in urban driving. This shows that some of the drivers don't think it's a nuisance strapping themselves in a belt for the low speed urban type driving.

How do the final results look to you as far as Motor Transport is concerned?

Finch: In our own section, 112 out of 191 passenger car fleets were reported equipped with belts. And, 41 of 176 truck fleets have belts. This gives slightly higher percentages than reported in the preliminary report issued last year. Additional survey forms were sent in after the preliminary report had been issued. So, this accounts for the higher figures. The final figures show 58 per cent of the passenger car fleets with belts and 23 per cent of the truck fleets.

Benson: That sounds as if your members are pretty well sold on belts. Our 21 sections show 36.5 per cent of the passenger car fleets with belts, and 8.6 per cent of the truck fleets. Some of our sections reporting that half or more of their passenger cars had belts include: Chemical, Coal Mining, Metals, Mining, and Pulp and Paper.

Sections with over 30 per cent of their trucks with belts include: Meat Packing, Metals, and Wood Products. The Petroleum Section, the largest of the 21, reported 28,661 total vehicles and 7,660 equipped with belts, approximately 26 per cent.

Finch: I'd say the Council members show considerably more interest in safety belts than is normally indicated throughout the country.

Benson: Being a part of the safety movement, it's only logical that we should show even more interest—perhaps to the extent that all our members' fleets should be equipped.

Finch: That's certainly the goal we should shoot for. If our members' fleets were all equipped with safety belts, it would stimulate seat belt use throughout the country.

Benson: And that, as all of us in the safety business know, would be the quickest way to cut the traffic toll.

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Capitol Hill

From Page 21

The President

In his message to the returning Congress, the President urged enactment of two recommendations he had made earlier: (1) "proper financing to avoid delays in our Interstate Highway Program"; and (2) "an increase in the aviation fuel tax to facilitate proper financing of our Airways Modernization Program."

Traffic Safety

The United States Public Health Service published, in one of its official journals, a paper which proposed as a target for 1970 a 50 per cent reduction in the deaths and serious injuries sustained by occupants of cars in highway accidents. The author, Dr. Irwin D. J. Bross, chief of statistics of the Roswell Park Memorial Institute, Buffalo, bases his ten-year plan on data from the Cornell Auto Crash Injury Program. His proposal is a large-scale, coordinated program, comprising the following seven steps: (1) collection of detailed scientific reports on accident circumstances and resulting injuries. "You can not base an effective safety program on slogans, scapegoats, and suppositions . . . Exhorting people to drive carefully or cracking down on 'crazy mixed up kids' hasn't cut down the death rates. We need an approach that starts with solid facts." (2) Formulation of a clear understanding of the chain of events leading to the accident trauma. (3) Testing the theory devised in Step Number 2. (4) Consideration of ways to break or modify the undesirable event-chain, and estimation of the potential savings in life or injury so as to establish the relative importance of preventive measures. (5) Translation of such preventive measures into specific design changes (or "hardware") through engineering. "After all," he said, "if we can package two monkeys to survive a free fall from outer space, we ought to be able to package the occupants of a car to survive the force conditions in a rollover accident." (6) Incorporation of the specific design changes into the production line by putting the "hardware" on cars. "This is the present bottleneck." Since auto manufacturers are "in a highly competitive situation where minor price or styling changes might make a big difference in sales," Dr. Bross says that "legislation and public support are needed to protect the manufacturer who is willing to give safety priority over styling and sales appeal." (7) Evaluation of the effectiveness of design changes in actual usage. In this connection, he discusses door locks; the unfavorable effect of hardtop styling; seat belts and their non-acceptance by the public; the high rear structure of trucks, and "delethalization" through removing sharp and pointed objects in a car. He also proposes a mandatory sealed governor, set at seventy miles per hour, for all new cars.

Washington, D. C., issued a proposed regulation which would require on all models of automobiles beginning with 1962, which are registered in the District of Columbia, installation of anti-pollution device to prevent crankcase gases, fumes, or vapors from reaching the atmosphere. In addition, it is proposed to amend the Traffic and Motor Vehicle Regulations to prohibit idling of cars, while stationary for more than three minutes, or for more than 10 minutes when the weather is below freezing and such idling is for the purpose of warming up the car to operating temperature. These proposed regulations will be subject to a public hearing.

The President approved the Rhodes bill to create a driver license registry, H. R. 5436 (see TRAFFIC SAFETY, September, 1960), and signed it into law as P. L. 86-660. He also signed into law, as P. L. 86-669, the National Capital Transportation Act, H. R. 11135 (see TRAFFIC SAFETY, September, 1960).

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Circle Item No. 10—Reader Service Card

Top Job

From Page 17

One authoritative statement is to the effect that use of seat belts would result in saving of more than half the lives lost annually in traffic accidents. Safety experts agree that use of seat belts would substantially reduce both death and injury, and since the mid-fifties energetic efforts have been made to popularize them. Early in 1959 the American Medical Association, the National Safety Council and the U. S. Public Health Service launched an intensive joint campaign to make the public aware of the life-saving qualities of seat belts. But after more than a year and a half of this campaign, which has aggressively promoted seat belts in all media, estimates show that less than 5 per cent of all motor vehicles in the country are equipped with these devices.

In a recent speech, L. L. Colbert, chairman of the board, Chrysler Corp., had this to say about driver apathy:

"A few well-meaning critics have suggested that the automobile industry produce a standardized 'safety car,' one that would be loaded with every conceivable safety device. The fact is that the safety car is here right now—on an optional basis. But the motoring public has responded to it with very limited enthusiasm.

"It is unfortunate that the optional safety equipment now available has not met with more enthusiasm. Safety belts on the shelf save no lives. They must be *used*. And once they are used by enough people, there is every likelihood that they will then become standard equipment.

"Public enthusiasm for safety is our great need. And when we have it, creative competition among automobile manufacturers will do the rest. Competition is a potent force for safety. Let one company come out with a good safety feature—and let it be well received by the motoring public—and other companies are sure to come out with the same feature, often in an improved version."

Clearly, we've got to get across to the driver the idea that an accident *can* happen to him—in fact, that it's very likely to happen to him if he doesn't make use of every protective technique in the book.

But how can we get through to him? This is the big question facing traffic safety people today.

The traffic sessions at the National Safety Congress this fall will attempt to come up with some answers to this vital question. The entire congress traffic program is concerned with the subject of driver responsibility. Techniques of selling the driver on assuming his rightful responsibility will be explored by traffic safety experts and representatives from various communications media.

Nobody expects these discussions to result in a magic formula. But it is hoped that they will suggest more effective techniques for immediate use and will point the way to an eventual solution of the problem.

We *must* break the driver apathy barrier—and do it soon. Until we do, much of the effort expended in other areas of traffic safety will be wasted, and no sizable reduction will be made in the traffic toll.

Nebraska

From Page 28

If elected, Morrison expects to continue incumbent Governor Brooks' program of "focusing public attention on the need for safety." Both Cooper and Morrison emphasized the need for official coordination and citizen organization support at the state level.

Patrol strength, vehicle inspection, traffic engineering assistance to cities, and official support for driver education were other main issues well covered by the candidates.

Safety Council President C. F. Moulton said, "We realized that having the candidates together had the possibility of bringing about a discussion of the traffic safety problem in partisan terms. We had, however, carefully discussed the non-partisan position of the Omaha Safety Council with them and trusted that they would respect it. We were not disappointed and came away well informed about their thinking on this vital problem."

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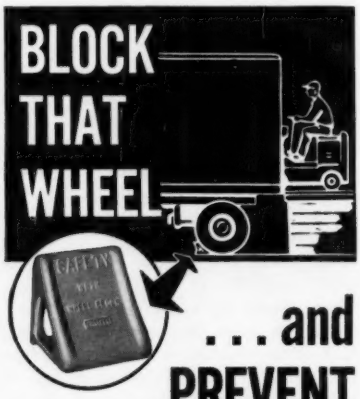

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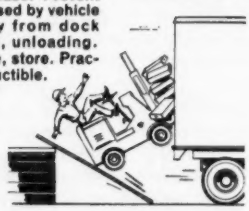

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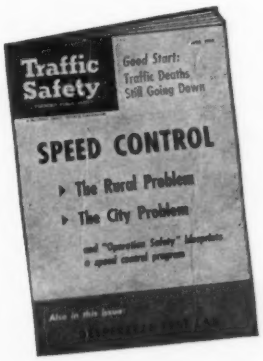

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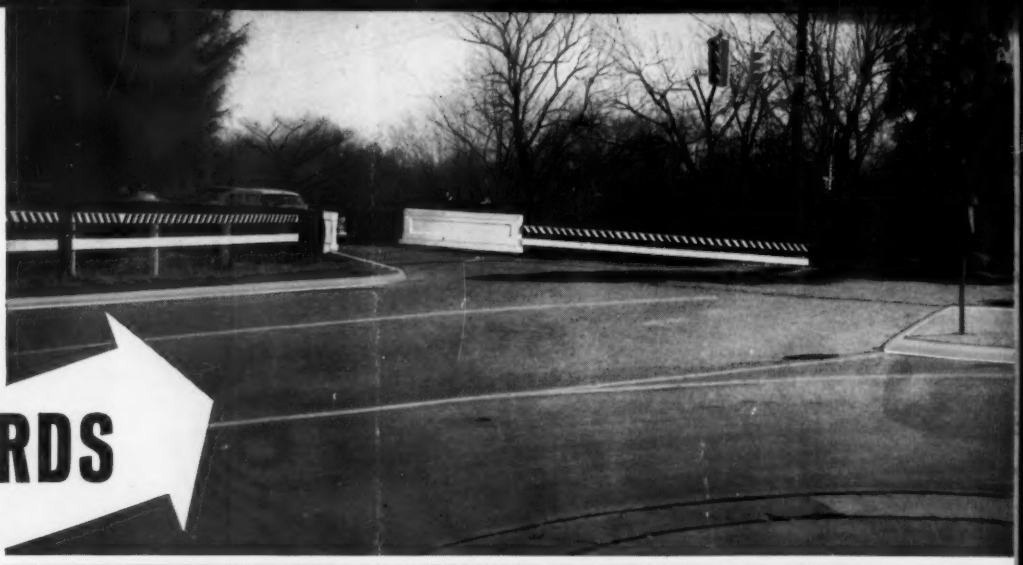
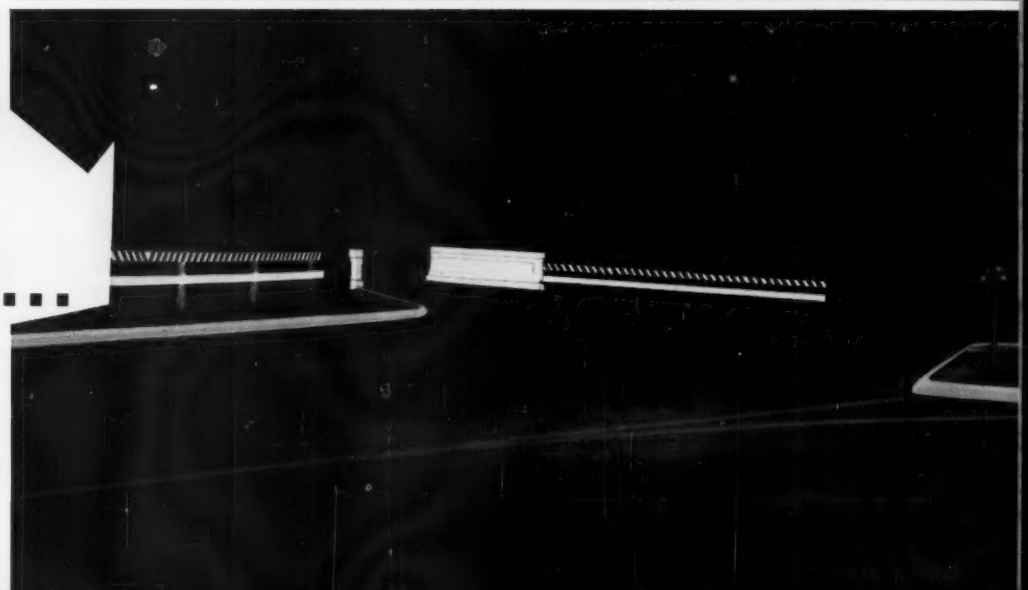


THESE HAZARDS CAN'T HIDE IN THE DARK...



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Men who lead the way in traffic control have been quick to recognize the safety values of Cataphote V-S-R . . . and use it extensively. V-S-R can help you be a pace setter, too. For more information, write for Catalog V-160.

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